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HANDBOOK

FOR

TRAVELLERS IN DENMARK, NORWAY, AND SWEDEN.

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HANDBOOK FOR TRAVELLERS

IN

DENMARK, NORWAY, AND SWEDEN

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THIRD EDITION, REVISED.

WITH MAPS AND PLANS

Dx-g.14

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PREFACE.

TWELVE years having elapsed since the publication of the last edition of the 'Handbook for Denmark, Norway, and Sweden,' a new one has become necessary. Few countries probably have undergone so great a change during the last twenty years in the matter of travelling as Scandinavia; and Norway, which was almost a *terra incognita*, is now in a fair way of becoming as well known as Switzerland. The great influx of English travellers has created an increased demand for luxuries and comfort, and prices have risen accordingly. In 1850 eatable food was a rarity even on the trunk roads of Norway, and travellers, unless provided with their own provisions, were liable to be inconveniently straitened by hunger. All this is now changed, and travelling, *for gentlemen*, is now as easy in Scandinavia as in the rest of Europe.

Great engineering works have been carried out, hills cut down, embankments built, and magnificent roads made, where formerly little better than mere horse-tracks existed. Numerous railways have been opened, and the electric telegraph is now in operation between all the chief towns, and the general continental system of Europe. In addition to this the steam communication has been greatly extended and improved, both on the fjords of the coast and on the great inland lakes. This Handbook endeavours to point out rather where lines of steamers exist, than to give the exact days and hours of their departure, which are liable to change, not only every year, but every month, as the dark autumn nights lengthen.

The various changes alluded to have of course necessitated considerable alterations in the minor details of the Handbook, but on the whole the general plan of the former editions, which were most justly praised for their accuracy and completeness, has been adhered to.

The leading object of the book is to furnish useful and

practical information derived from personal knowledge acquired in the countries described. Combined with this in the Introduction to each Section, a very slight sketch has been given of the nature of the country, its products, and people, with their history, government, &c.; in short, such matter as travellers may desire to know, in the most concise form.

The Routes have been carefully arranged so as to include all the towns, as well as the most *picturesque scenery*, and the best *salmon streams* and *shooting districts*. The peculiar, but cheap and convenient mode of travelling in Norway and Sweden renders it essential to give the name and distance of every Stage. Upon the most picturesque Routes the scenery has been described somewhat in detail, in order that tourists may know where they may expect to find the class of subjects most pleasing to them, for the true mode to enjoy the country (particularly in Norway) is to travel leisurely, stopping at the most desirable places to explore the surrounding scenery. In several of the Routes repetitions have been advisedly made for the convenience of travellers, few of whom have either the leisure or inclination to peruse those Routes which they do not take. The Routes are laid down and numbered in an Index Map, as in the former edition. In Denmark, Norway, and Sweden the requisite travelling Maps are published at very reasonable prices.

All pains have been taken to render this edition as complete, accurate, and concise as possible; but in a book of this class allowances for ERRORS AND OMISSIONS must be made; OF THESE IT IS HOPED THAT FUTURE TRAVELLERS WILL OBLIGINGLY MAKE NOTES, as it is only by such means that the perfect accuracy, completeness, and consequent usefulness of a Hand-book can be obtained.

London, 1871.

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HANDBOOK

FOR

DENMARK, NORWAY, AND SWEDEN.

GENERAL INTRODUCTION.

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1.—Scandinavia and its Attractions to Tourists.

Denmark, Norway, and Sweden, comprise those territories which are known as *Scandinavia*—a somewhat antiquated name, but which the increasing interest in the Scandinavian race, and their literature, has of late years revived; it is also useful for its comprehensiveness in speaking of the three kingdoms.

Prior to the 10th century Scandinavia was the region of romance—of the wildest legends; but even the earliest periods of her history are intimately connected with England, and abound in interest. The conquests and discoveries accomplished by the energy and heroic bravery of the ancient Scandinavians during the 10th and 11th centuries were not only most extensive, but have left a permanent impress upon the character and institutions of great part of central Europe, and particularly in the British Islands. They made conquests, and established themselves not only in England, Ireland, and Scotland, as well as Russia and Spain, but also in France, where the whole province of Normandy was subsequently ceded to them; and they even carried their victorious arms to the furthest portions of the Mediterranean, long prior to the conquests of their Norman descendants in Sicily and Lombardy.*

* Histoire des Républiques Italiennes, par Sismondi, v. i. c. 4.

Their discoveries include not only Iceland and Greenland, but Newfoundland, and a great portion of the continent of North America, in the commencement of the 11th century, ages before Columbus crossed the Atlantic. A colony was planted there with which communications were at times kept up so late as the latter half of the 14th century, from which time it was lost sight of, and nothing more was heard of America till the discoveries of Columbus were made. The minute details which exist in the ancient Icelandic sagas and old Scandinavian historians, appear to leave no room for doubt as to the first discovery of America having been made by Scandinavians or their descendants.*

The 'Antiquitates Americanæ,' published at Copenhagen in Danish, Icelandic, and Latin, and the numerous publications of the Société Royale des Antiquaires du Nord, also published at Copenhagen, throw much light on what is called the ante-Columbian history of America. It is believed that the Northmen penetrated along the coast as far to the South as Florida, which they called Hvitramannaland.

The modern history of Scandinavia is likewise replete with interest, and will be briefly noticed in its proper place.

Till quite lately very erroneous ideas prevailed in England as to the climate of Sweden and Norway. Snow and ice rapidly disappear, even in Norway, from the beginning of May, and by the end of that month the white garb of winter is exchanged for the verdant mantle of summer, which lasts to the end of August; and during this time snow is rarely to be seen, except upon the tops of the highest mountains.

The best months for travelling are June, July, and August. The month of June is often rather early for Norway; on the other hand, May and September are, in favourable years, very agreeable in Denmark, where the trees often retain their foliage beautifully tinted till the close of October. But these two months are as often cold and stormy.

The summers are usually much finer and steadier than in England (except on the W. coast of Norway), and are at times excessively hot; but the air is so clear, so invigorating and bracing, that the heat is never oppressive, except in some of the deep ravines of Norway. Nowhere is the overwrought mind or body likely to derive greater or so great benefit from travelling, as in Scandinavia, where the climate in summer is delicious, the facilities so great, the scenery grand, and the people so honest and obliging.

It is generally believed that ladies cannot travel in Scandinavia; nothing can be more erroneous. Throughout Denmark, Sweden, and

* Dunham's History of Denmark, &c., v. ii. p. 23.

Norway, there are good steamboats constantly running during summer, between all the chief places upon the coasts. All the superior officers of these steamers speak English. Upon all the principal roads there are regular stages, at which horses may be obtained, and station-houses for the accommodation of travellers. At some of these station-houses the accommodation is tolerable, at many of them wretched; but, with a little management, the best places may be selected for resting at; and any lady really fond of travelling will consider the spare diet, and other little hardships she may be exposed to, amply repaid by the climate and scenery.

As regards expense, travelling in Scandinavia is, if not much cheaper, certainly not more expensive than in most parts of Europe, though prices have risen considerably, particularly in Norway.

The voyage across the North Sea might well deter numbers of travellers from visiting Scandinavia; but the railway communication is now so complete, that there is no necessity for any further sea-voyage than the crossing of the Channel, and of smaller or greater parts of the Baltic. In that tideless sea, during summer, there is rarely much motion; and the voyages across it, at that period, are usually of the most agreeable description.

The *Handbook for Northern Germany* contains full descriptions of all the land-routes as far as Hamburg and the various German ports on the Baltic.

The modern Norwegian and Danish languages are the same; but in the remote parts of Norway the dialects of each valley differ considerably from each other, sometimes approaching the old Norse, or Icelandic. The Swedish differs from the Danish so little, that those understanding the one can, with a little patience and trouble, soon make out the other. They differ rather more from each other than English and Lowland Scotch. In Denmark, German and English are extensively spoken amongst the upper classes. In Norway, English; and in Sweden, French.

Both the Danish and Swedish languages bear so strong an affinity to the English, that they are not found difficult to acquire.

To the naturalist, the flora of Scandinavia, and the geology and mineralogy of Norway and Sweden, abound in interest. The lover of ancient church architecture will find ample amusement in the numerous examples which exist in the island of Gottland, where the churches are an unexplored mine of interest to the lover of Gothic architecture. In Norway and the mainland of Sweden there are likewise a few antique churches, such as those at Trondhjem, Borgund, Stockholm, Upsala, &c. The lakes and rivers of Norway and Sweden abound in

fish, and comprise some of the finest salmon streams in Europe. The bear, elk, red and rein deer, with a large variety of winged game and wild fowl, are also met with in Norway and Sweden.

The splendid, and in some respects unique, museums of Copenhagen cannot fail to attract many travellers.

The scenery of Denmark is generally too flat; but its forests of beech and oak are magnificent, and some of the views on the W. coast are highly picturesque. The scenery in some parts of the W. of Norway is sublime, inferior in point of magnitude to Switzerland, but more picturesque for the pencil, while the gorgeous sunsets and long twilight give mysterious and poetic effects which are wondrously beautiful.

With respect to the people, nowhere will the English traveller experience greater attention, civility, and even kindness, than in Scandinavia, particularly in Norway.

In point of security from robbery or violence, the traveller in Scandinavia will be probably much safer than in England; and there is no instance upon record of any one being attacked by bears or wolves in summer, unless these animals have been wounded or their young taken.

Norway and the N. of Sweden are admirably adapted for pedestrian expeditions, and in no part of Europe can such splendid scenery be traversed at so small a cost. The average expenses of a pedestrian would probably not exceed 2*s.* 6*d.* a day throughout the rural districts of Sweden and Norway, and about 5*s.* in the towns.

The Duchies of Sleswig and Holstein belong to Prussia since 1864, but as one of the principal routes to Copenhagen traverses them, they will be described in connection with Denmark, to which country they formerly belonged and are closely related in their general character, history, and partly (North Sleswig) in the nationality of the inhabitants.

2.—MAXIMS AND SUGGESTIONS.

Many people start upon a tour without any determined route, leaving that to accident or fancy. This is unwise. If the objects desired to be attained in a journey be well considered, and the route arranged to embrace them, and that route be adhered to in its main points, much time, trouble, and expense are avoided. The mind is thus left at rest to gather information and amusement from day to day, instead of being in a continual bewilderment of inquiry and uncertainty as to future movements; and friends at home in doubt and anxiety as to where their letters should be addressed.

Every traveller on leaving home must make up his mind to be

imposed upon to some extent; at times covertly, at others openly, but nowhere will he be less exposed to this than in Scandinavia. It is a mistake to imagine that every one is trying to impose upon you, and in Scandinavia, particularly, it is most unjust. That instances of imposition do occur there, is true; but they are chiefly to be attributed to the folly of the English, who generally pay whatever is demanded of them without stopping to consider the propriety of the demand.

"It is not sufficient for a pleasant excursion that the traveller has money enough to meet his expenses. The *comfort* which an Englishman, who understands the word better than any other, is likely to enjoy in an excursion in lands where the language, manners, and customs are so different from his own, will greatly depend on his carrying with him a ready stock of good temper and forbearance, which have more certain currency than gold in the purchase of civilities, and efforts to please. A man will see more, enjoy more, and learn more by carrying with him his head and his heart in good travelling trim, than can be obtained by having his pockets full of letters of credit without this necessary state of mind and feelings. It is a fact deeply to be regretted that many vulgar and half-witted Englishmen think, if they leave home with money they can command anything; that it is mean to be civil, and beneath them to feel grateful for any efforts to oblige them made by those for whose services they pay. The presumption of our countrymen is proverbial on the Continent; fortunately, the exceptions are numerous, and we are spoken of as an unaccountable people, when some men of unquestionable character and fortune display examples of suavity and true gentility which cannot be surpassed on earth; the foreigner is thus puzzled to know how to estimate our national character. It is a vulgar prejudice that all foreigners cheat the English, and that caution is necessary to guard against the constant attempts to overreach them. That some such characters are met with cannot be denied; but those whose rapacity is made thus to characterize a class, have often been created by the meanness and prejudices, and thoughtless extravagance of the travellers themselves. It is a bad feeling to set out with that you must be always on your guard. Custom has established certain charges, and any deviation from them is soon detected; but it too often happens that things are demanded by the traveller which are very expensive or difficult to procure: the charge for these is protested against as extravagant, though the injustice is entirely on the side of the grumbler. Firmness in not paying more than is customary, unless such extraordinary trouble has been given, will always succeed; and good humour will lower a bill more readily than violence."—*Brockedon.*

Think well of all that is likely to be wanted for the journey, and be prepared with it in good time; this is particularly requisite as to clothes and luggage, passport, money, handbooks, and maps, &c. Leave nothing to the last; much of the comfort of a journey depends on starting well.

3.—Books upon Scandinavia.

It is always a great advantage and additional pleasure to be acquainted with the language of the country we are visiting; but as few persons will, perhaps, take the trouble to study Danish or Swedish, they should at least, as a preparation for visiting Scandinavia, acquaint themselves with some of the works upon it.

The following is a list of those most likely to be found useful as well as interesting:—

Acerbi. Travels through Sweden, Finland, and Lapland in 1798 and 1799. 2 vols. 4to. 1802.

Alpine Journal, *passim*, 1865–71.

Beamish. Discovery of America by the Northmen, in the 10th century. 1 vol. 8vo. 1841.

Bremner. Excursions in Denmark, Norway, and Sweden. 2 vols. 8vo. 1840.

Brooke, de Capell. Travels through Sweden, Norway, and Finmark, to the North Cape. With Plates. 1 vol. 4to. 1823.

Brooke, de Capell. A Winter in Lapland and Sweden. With Plates and Map. 1 vol. 4to. 1827.

Buch, Von. Travels through Norway and Lapland in 1806–7–8. With Maps and Physical Sections. From the German. 1 vol. 4to. 1813.

Clarke, Dr. Travels in various Countries in Europe, &c. &c. Part 3rd. Scandinavia. 2 vols. 4to. 1819 and 1823.

Coxe. Travels in Poland, Russia, Sweden, and Denmark. 5 vols. 8vo. 5th edition. 1802.

Lord Dufferin. Letters from High Latitudes. London. 1857.

Dunham. History of Denmark, Sweden, and Norway (part of Dr. Lardner's Cabinet Cyclopædia). 3 vols. 12mo. 1839.

Elliott. Letters from the North of Europe, or a Journal of Travels in Holland, Denmark, Norway, Sweden, &c. 1 vol. 8vo. 1832.

Everest. Journey through Norway, Lapland, and part of Sweden, with Remarks on the Geology of the Country. 1 vol. 8vo. 1829.

*Forbes, Prof. James. Norway and its Glaciers. Edinburgh. 1853.

Forester's Norway in 1848 and 1849. London. 1850.

Geyer. Histoire de Suède. Translated from the Swedish. 1 vol. Paris. 1844.

Laing. Journal of a Residence in Norway during 1834–5–6. 1 vol. 8vo. 1836.

LAING. Denmark and the Duchies. London. 1852.
LAING. A Tour in Sweden in 1838. 1 vol. 8vo. 1839.
LATHAM. Norway and the Norwegians. 2 vols. 12mo. 1840.
Letters from the Shores of the Baltic. 1 vol. 12mo. 1845.
LLOYD. Field Sports in the North of Europe. 2 vols. 8vo. 1830.
MARRYAT. Jutland and the Danish Isles. 2 vols. 1860.
MARRYAT. Two Years in Sweden.
METCALFE'S Oxonian in Norway. London. 1856.
MILFORD. Norway and her Laplanders in 1841. 1 vol. 8vo. 1842.
PORTER, SIR R. KER. Travelling Sketches in Russia and Sweden. Illustrated with coloured Plates. 2 vols. 4to. 1809.
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4.—PASSPORTS.

Although no passport is now required for entering the territory of any of the states of Western Europe or Scandinavia, a passport should always be taken as a means of establishing the identity of the travellers, which may become necessary, particularly if he leaves the beaten track of travellers. As the regulations obtaining in different countries are different, and even differ in the same country with regard to subjects of different states, and as moreover changes are constantly occurring, it would be difficult to give perfectly reliable information in this respect, and the traveller will do best in employing one of the passport agencies in London to obtain for him the required visas, etc.

5.—MONEY.

The money changers in Hamburg are most extortionate. The best plan for travellers passing through that city to Scandinavia, is therefore only to part with so much gold and notes as will suffice to pay the expenses to the capital of the country of destination, and on arriving there to get a supply of money of the country, which, though always

obtainable in Hamburg, is charged highly for, even by the bankers, in addition to their commission.

A traveller should always furnish himself with money of the country immediately he enters it. If he does not do so, but pays in foreign money instead, it is sure to entail a considerable loss, besides leading to disputes about price and value.

Letters of credit or circular notes afford the best mode of taking money abroad, and are now issued by most of the leading bankers in London; any banker not doing so will obtain them for his regular customers. Letters of credit contain a printed list of the banker's correspondents in each of the chief towns in Europe, and enable the bearer to draw the whole or any of his credit when and how he pleases; and, as the London bankers stand in high repute upon the Continent, any banker or merchant, though not named in the letter, is usually most glad to advance money upon it, charging the usual commission of 1*l.* per cent, which should cover postages, &c.

If circular notes are taken, they should not be for larger sums than 20*l.* each. No commission is charged upon them, as the London banker has the amount remaining in his hands till the notes fall due; but postage and stamps are charged, and bring it to about the same expense as drawing under a letter of credit. As all the Scandinavian paper money is issued by the respective Governments, it may be taken with perfect security; and for large amounts, such as those for which gold would be taken in England, is preferable to silver. Gold is most rarely seen in Scandinavia.

English money, either in notes or gold, is often sold at a loss, which in some parts of Sweden and Norway becomes considerable; therefore bills drawn upon letters of credit are the best to rely upon, and next to these circular notes.

6.—Travelling Servants.

Avoid taking English servants to Scandinavia, and particularly women, as they would prove a far greater trouble than comfort.

Few, if any, regular couriers speak Danish or Swedish, and would therefore be also useless. But at Copenhagen, Gottenburg, Stockholm, and Christiania, there are men who speak English, and have been much accustomed to travel with gentlemen, chiefly upon sporting expeditions in Norway and Sweden. These persons drive well, prepare the Forbud papers, cook, and are particularly useful. They are paid about 4*s.* 6*d.* a day, besides their lodging, and travelling expenses. It is difficult to procure a good interpreter in Trondhjem.

No gentleman should take a lady into the interior of Norway or

Sweden without knowing something of the language himself, or having a servant who understands it.

In going to Norway it is best to hire a servant at Copenhagen or Gottenburg, as it is often difficult to obtain one in Christiania. It is advisable to have a written agreement with these men before starting, and in case of not returning to the place where they were engaged, it is well to make a particular arrangement about their return.

7.—Carriages.

Most English carriages would be useless in Scandinavia. The best plan is to hire or buy what may be requisite in the country, as they are very cheap, and can easily be repaired in case of accident.

8.—Clothes and Luggage.

Some people consider that "any old clothes will do for travelling;" this is a mistake, and especially if the journey be a long one, as, apart from appearance, old clothes frequently require repairing at most inconvenient times and places. A travelling suit, however coarse the material, should be new and strong. No more clothes should be taken than are essential, as in case of need others can always be purchased. In fact, one stout leather trunk or box, of about 28 inches long by 14 wide, and 12 deep, ought to contain all that can be wanted, and is by far the most convenient size and shape for the North; if fitted with a tray 6 inches deep, it will be found better than a portmanteau. For Norway it is desirable to take either a pair of saddle-bags connected by a broad band of leather and buckles, or a very large knapsack of fustian macintosh. They are most useful in making expeditions across the mountains where nothing larger can be taken. All articles of luggage should be waterproof.

Ladies who visit Scandinavia must, for the time, be content to abandon their bonnet-boxes, and reduce the wardrobe within the limits of such a trunk or box as that above specified. Carpet-bags should be avoided for the North, but waterproof bags of the same shape and size are useful in steamers, and in carriole travelling can be carried either between the feet or slung beneath the carriole; when stopping for one night only, they often save the trouble of unstrapping the box. Of course, the bag should not be too large, if intended to be carried in either of the above modes. The total weight of each person's baggage should not exceed 50 lbs. All beyond that must be paid for by those who travel by railways abroad, and other public conveyances,

except steamers, and is very inconvenient to transport by the light carriages of the country.

Clothes.—Two suits are amply sufficient: a new and strong one, all of woollen material, for every-day use, and another for towns. The socks or stockings should be worsted, as cotton soon blisters the feet in walking. A gentleman travelling without any "dear mother, wife, or sister" to grumble at in case of his being so ill-used a man as to find a button off his shirt, should be prepared with the requisite materials to supply the defect himself. Shoes or boots should be double-soled and well nailed for every-day use. Caps are so generally worn by gentlemen upon the Continent that a hat is quite unnecessary. Those who prefer a hat will do well to take no hat-box, to have the hat made low in the crown, and with a broad brim. For wraps a loose pea-jacket of stout cloth, collar made high and to fit the neck well; a light glazed mackintosh cape, coming a little below the hip joint; a Scotch plaid of the largest and coarsest kind is invaluable; and to these should be added a pair of stout sheepskin gloves, and another of woollen.

Sundries.—A brandy flask, some straps, a ball of twine, and parchment directions. An india-rubber cushion is invaluable: it serves as a pillow by night, and eases the jolting of the carriole by day. A portable india-rubber bath is a great luxury, when there is room to carry it. Also pieces of gauze or muslin to tie over the hat or cap and round the neck (to keep off mosquitoes, which at times are a great nuisance for fishing or shooting). Two veils hanging from the hat, and fastened at the sides and round the neck, are perhaps the best protection. Also leather gauntlets, such as ladies use in gardening, which protect the wrists when fishing. Cold cream scented with spirits of turpentine, or, if that is not to be had, butter, or grease of any kind, is good to keep them off or relieve the bites. When a lady is of the party, it will be found a great comfort to have a very strong umbrella, of about 33 inches long, covered with brown holland, which in Norway is the best protection against the great heat of the mid-day sun, and also the heavy rains in the mountains.

A gun-case should be secured from wet by a tarpaulin cover. Fishing-rods are best protected by a case of stout sole leather, the top being secured with a small padlock. A light hunting-whip for driving will be useful.

The sportsman must not forget a telescope. A few small English books, fine knives and scissors, fish-hooks, razors, shaving-brushes, or packets of needles, will be found useful for presents, and take little room; in those places where it is absolutely requisite to claim hospitality of the clergy and merchants it is impossible to offer any pecuniary return.

Anglers should take everything they require with them from England, as none of the implements of "the gentle art" are to be met with in the North. And the same applies to all kinds of sketching materials. A few simple medicines had better be taken.

Ladies' Clothes.—The travelling dress should be of strong fabric, Scotch spun-silk, or some very light woollen material. The hat of stout straw, which should have two covers with wide curtains for the neck. One of such covers of any light material to keep off the sun and dust; the other of macintosh, for rain, as umbrellas are often useless in the mountains. Stout boots and a pair of goloshes for wet decks are useful. For wraps, the best are a Scotch plaid, of the largest and coarsest sort. A jacket of sealskin or cloth, and wadded; and a large cloak with sleeves and cape—it should be made to fit the neck well, like a man's, and be of the lightest waterproof material, with a loose lining of thin woollen; this is essential, as the rains are sudden and heavy in the mountains. Thus provided, a lady is quite safe in the heaviest rains in boats, or riding.

9. Skeleton Tours.

1. *Partial Tour of Scandinavia*, which may be accomplished in 5 months, from the end of April to 30th of September, allowing sufficient time to rest at the different places of most interest.

   Denmark.—From England by either of the routes given, to Hamburg; thence, Route 3, to Rendsborg, Sleswig, Flensborg, and excursions from these places; thence by sea to Korsör and Copenhagen. Excursions from thence to Elsinore, Möeri; tour through Sealand, Fyen, and Jutland, and back to Copenhagen. For all this 5 weeks should be allowed. *Sweden.*—From Copenhagen to Malmö, Lund, Ystad, Carlskrona, Kalmar, Westervik, Wisby, in Gothland, back to Westervik, Soderköping, by the Gotha Canal, Route 66, to Gothenburg. Allow 3 weeks. *Norway.*—By land from Gothenburg to Frederikshald, the Falls of the Glommen and Frederikstad; thence by water to Christiania; Drammen, Kongsberg, the Riukan-Fos, and back to Kongsberg; thence over the Fille Fjeld to Bergen; seeing the Voring-Fos, Hardanger Fjord, &c., en route. From Bergen by water to the Sögne Fjord; thence by land, Route 24, to Molde, by steamer to Trondhjem and Hammerfest, boat to North Cape, back to Trondhjem. Circuit from thence, over the Dovre Fjeld, down Romsdalen, Route 30, and up the coast, Route 24, back to Trondhjem. Allow 2 months. *Sweden.*—By Route 33, to Sundswall, Dalecarlia, and Upsala, Route 74, Stockholm and environs, Lubeck, Hamburg, England. Allow a month; in all 5 months.

2. *Tour of* 3 *months*, from 1st June to end of September.
Denmark.—From England to Hamburg, Kiel, Copenhagen; excursions to Möen, Malmö, and Lund, return to Copenhagen; Roeskilde, Elsinore. Allow 16 days. *Norway.*—Steamer to Christiania, to various places as in last tour, as far as Molde; from thence continue by Route 24 to Trondhjem, then over the Dovre Fjeld, Route 26, down Romsdalen and back, through Gudbrandsdalen to Christiania. Steamer to Frederikstad, Falls of the Glommen, Frederikshald. Allow 42 days. *Sweden.*—From Frederikshald by land to Gottenburg; by Gotha Canal, land at Soderköping; Westervik, Wisby, Stockholm, and environs; Upsala, back to Stockholm, Wismar, Lubeck, Hamburg, England. Allow a month; in all 3 months.

3. *Tour of* 2 *months*, from 1st August to 30th September.
Norway.—From England to Hamburg, Kiel, Christiania. Over the Fille Fjeld to Bergen, seeing the Voring-Fos, &c., en route, back to Christiania by the south road, Route 22; steamer to Falls of the Glommen and Frederikshald. Allow 33 days. *Sweden.*—By Falls of Trollhättan, and Route 64, to Stockholm, environs, and Upsala. Steamer to Ystad, Lund, Malmö. Allow 17 days. *Denmark.*—Copenhagen and environs; home direct by St. Petersburg steamer, or by Hamburg. Allow 11 days; in all 2 months.

4. *Tour of* 5 *months* through *Norway*, from 1st May to 30th September.
From England to Hamburg, Kiel, Gothenburg; by land to Frederikshald, Falls of Glommen, Frederikstad; water to Christiania; water to Frederiksværn, Route 25; land, Route 24, to Stavanger, across the mountains to Route 23, the Voring-Fos, Kongsberg, Drammen; over the Fille Fjeld, Route 21, to Bergen, making excursions to the Sögne Fjeld, Route 38, the Justedal Glaciers, Voring-Fos, and Hardanger Fjord, &c., en route; water to Sögne Fjord, land by Molde and Christiansund to Trondhjem and the Namsen; steamer to Hammerfest; boat to the North Cape and back to Trondhjem; over the Dovre Fjeld, excursions from Jerkin, Route 26, to Rörass, and Sneehättan; down and up Romsdalen, Route 30; by Gudbrandsdalen to Christiania, Copenhagen, England.

5. *Tour of* 5 *months* through *Sweden*, from 1st of May to end of September.
From England to Hamburg, Lubeck, Ystad, Malmö, Lund, Helsingborg; steamer to Gothenburg, or by land; Gotha Canal round by Carlstad, and land at Soderköping, Westervik, Wisby, and round Gothland, Stockholm, and environs; Upsala and Dalecarlia, Falun, Gefle; steamer up coast of Gulf of Bothnia and back to Stockholm, Sodertelje, Nyköping, Norrköping, Linköping, Eksjö, Kalmar, the island of Öland, Carlskrona, Carlshamn, Ystad, Lubeck, Hamburg (or from Ystad to Copenhagen, and by the St. Petersburg steamer to) England.

6. *Yachting trip to W. coast of Norway;* best time for being there July and

August. Some of the grandest scenery is to be found in the upper parts of the great fjords,, and a little distance inland from them.

From England to the Hardanger Fjord, S. of Bergen. The Folge Fond, Ostud-Fos, Voring-Fos, &c. Send yacht round to Leirdalsören in the Sögne Fjord. Cross on horseback, or by carriole, from the N.E. of the Hardanger Fjord to Vossevangen, and on to Gudvangen; by boat to Leirdalsören. Ascend to Nystuen on the Fille Fjeld, return to Leirdalsören; visit the Justedal Glaciers and other grand scenery at the head of the branches of the Sögne Fjord. In yacht to the mouth of the fjord, land at the *Leervig* station, and proceed, Route 24, to Molde, sending yacht round there. Visit Romsdalen, Route 30, from Molde, excursions up branches of the Romsdal Fjord; Aalesund, and its historical environs; Bergen, England.

N.B.—A sailor who would act as interpreter (*Tolk*) might probably be met with in London, or upon reaching the coast; if not, then one might be obtained from Bergen on entering the Hardanger Fjord. A tent and canteen (and if ladies are of the party, side-saddles) should be taken.

As the steamers from Copenhagen to *Iceland* touch at the port of Leith, this island may be, and indeed generally is, visited independently of other parts of Scandinavia.

The number of steamers from British ports to places in the Scandinavian kingdoms is so great, and their times of departure vary so much from year to year, that it would be useless here to attempt to give any detailed information concerning them or the numerous local steamers; with regard to which the traveller should consult the railway and steamboat-guides, which are published monthly or quarterly, both in England and the different Continental countries.

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HANDBOOK FOR TRAVELLERS

IN

DENMARK.

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DENMARK,

WITH SLESWIG AND HOLSTEIN.

INTRODUCTORY INFORMATION.

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ROUTES TO AND THROUGH DENMARK.

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1.—MONEY, MEASURES, WEIGHTS.

In Denmark proper accounts are kept in rigsdollars, marks and skillings, or, omitting marks, in rigsdollars and skillings. 1 rigsdollar is 6 marks or 96 skillings, 1 mark being equal to 16 skillings. The relative value of British and Danish coin varies a little according to the state of exchange, but on an average 9 dollars are equal to £1 sterling. 1 rigsdollar is consequently as nearly as possible worth 2*s.* 3*d.*; 1 mark is about 4½*d.*, and 1 skilling about ¼*d.*

The current money of Denmark is silver and copper (or rather bronze)

coin, and banknotes. Gold is coined, but never seen in circulation. One-skilling pieces and ½-skilling pieces (rare) are of copper; besides there are 4-skilling pieces (worth about one penny), 16-skilling pieces or marks, half-dollars, dollars, and two-dollar pieces, or species, in silver. A few specimens of coin of intermediate values, and older issues are now and then met with, but the last issue comprises only the above. For larger sums the banknotes are most convenient; they are of different value, the notes of each different value being printed on differently coloured paper. Those most generally seen are 5-dollar notes (on grey paper with a blue border), more rarely occur 10-dollar notes (on yellow paper with a brown border), 20-dollar notes (on light green paper), 50-dollar notes (on brown paper with straight lines in the ground), and 100-dollar notes (on light brown paper with wavy lines). These two last may be mistaken one for the other, attention to the number printed on them is therefore advisable. Notes larger than 5 dollars are sometimes exchanged with difficulty in out-of-the-way places.

English gold coin is taken at the railway stations at a certain value as well as other foreign gold coin, and a tariff of such coins is usually posted in the office; but, as the value at which they are taken is less than the lowest course of exchange, the traveller had better avoid changing his sovereigns there. Danish banknotes, as well as rigsdollars and two-dollar pieces, are taken freely in all the larger towns of Sweden and Norway, as well as in the now Prussian duchies of Sleswig and Holstein, and in Hamburg. On the other hand, Swedish, Norwegian, and Prussian dollars are not unfrequently seen in Denmark. One Danish rix-dollar is equal to two Swedish dollars, but one Norwegian dollar is equal to two Danish dollars. A Danish two-dollar piece, or species, is equal to one Norwegian dollar.

Measures.—The Danish foot is, like the English, divided into 12 inches, but is a trifle longer, viz. about equal to 12⅜ English inches. Two Danish feet make an ell (Alen). The Danish mile is 24,000 feet Danish, and consequently rather more than 4½ English miles.

Weights.—1 lb. (Pund) Danish is equal to 1 lb. 1½ oz. avdp. English, and is still generally divided into 32 lod, of which consequently two make an English ounce. A "lispund" is 16 lbs. Lately the decimal subdivision of the pound has been introduced, but the use of it is optional, and it has not yet supplanted the old weight.

In Sleswig and in Holstein Prussian money (1 thaler equal to 3 shillings English, and divided into 30 groschen) is now the legal tender; but Hamburg money is in circulation, and extensively used. 1 schilling Hamburg currency is equal to 1 penny; 16 schillings make 1 mark courant.

2.—Language.

The Danish and Norwegian being the same language, though spoken with a little different accent (the Norwegian accent being very like the Scotch), and a vocabulary and dialogues being more likely to be of use in Norway than in Denmark, they are placed in the Introductory Remarks on Norway.

In Holstein and the south of Sleswig only German is spoken, and it is understood also in the north of Sleswig, where the Danish prevails, by the officials of the railways, etc.

3.—Passport and Customhouse.

Passports are not demanded of travellers entering the Danish territory, and Denmark was the first monarchy on the Continent which abolished that time-honoured, but often very inconvenient, institution. A book is kept at each hotel, in which the travellers are bound by law to enter their names, &c. Travellers going from Hamburg to Copenhagen have their luggage examined twice, namely first on entering Prussian territory, at the railway station of Altona, and secondly on the first Danish railway station or landing-place. If, however, the luggage is registered through to Copenhagen, it is not examined before arriving there; only the objects taken into the carriage are examined in Altona and afterwards in Vamdrup or Korsör,

4.—Posting, Railroads, Steamers, Inns.

Posting, or as it is called "extrapost," as distinguished from the ordinary or mallepost, is at most places still carried on under the management of Government, and every complaint is therefore promptly attended to. The whole country is provided with a network of excellent macadamized high roads, which possess the additional charm of having no toll-bars, excepting only the immediate neighbourhood of Copenhagen, where a very few of them still survive. Whilst in England so many of the principal roads are constructed by private persons or bodies, they are in Denmark constructed and maintained either by the Government or by the counties or "Amt." In Copenhagen, however, as well as in Odense and Elsinore the posting business has been thrown open to private enterprise, and will probably not long survive. As, however, it still exists, we must give some details concerning it. The charge fixed by the tariff of the Royal Extra Post Service,

is 1 rdlr. 40 sk. per Danish mile for a "Wienervogn" or chaise, holding 4 persons inside, with 2 horses, besides from 8 to 16 skilling for the ordering of each horse. All that is to be paid is included in a paper called "Time-seddel," issued from the post-office. The traveller pays in advance the sum stipulated therein, after which the postilion has no further claim upon him. The paper is then delivered to the postilion, whose duty it is, on arrival at the station where his service ends, to present it again to the traveller, that he may note down the time of arrival, as well as his approval or disapproval of the postilion, and any other observation he may wish to make concerning the service. The extrapost is bound, from 1st of April to 31st of October, to proceed on all chaussées and equally good roads, when the stage is less than 4 Danish miles, at the rate of 1 mile in ¾ of an hour; when the stage is 4 miles, it is to be performed in 3¼ hours; when the stage is beyond 4 miles, the first mile must be made in 3¼ hours, and the rest of the journey at the rate of 1 mile in an hour. The postilion is strictly enjoined to be civil and attentive to the travellers, to give assistance in cases of emergency, in the packing and unpacking of luggage, and is also bound to carry certain tools, in order to be able to remedy any slight accident that might happen on the road. The extrapost is to be on the spot ¾ of an hour after the order for it has been given, and to wait ½ an hour without extra charge. Formerly a complete system of *mail-coaches* existed for the conveyance of letters and passengers, under the authority and management of the Postmaster-General, and though this is now in many places superseded by railways, it is still the usual means of inland travelling. The *mail-coaches* are partly close carriages so-called *diligences*, partly open carriages so-called *dagvogne*. The price of a place in one of the former is 32 sk. per Danish mile; in the second class 26 sk. per mile. 30 lbs. of luggage are carried free; any greater quantity is charged for, but any quantity is carried, subject to certain limits of the size and weight of every package. The porters attached to the post-houses, *litsenbroder*, are bound to carry the traveller's luggage, anywhere within town limits, free of charge.

There are also private omnibuses and "dagvogne" in many places, particularly at railway stations, landing-places of steamers, for the convenience of travellers going to neighbouring towns, other stations, &c. The charges in these conveyances are varying, but generally lower than those just mentioned. *The railway system* of Denmark is extending rapidly. The first railway built in Denmark Proper was between Copenhagen and Roeskilde on the island of Sealand, which very soon was continued to Korsör on the west coast of Sealand, and from this harbour steamers start regularly for Kiel, Aarhuus, Nyborg, Flensborg, and

other places. The steamers from Korsör to Kiel afford the usual communication with the Continent of Europe, whilst the steamers to Aarhuus afford the most commodious communication with the northern part of the peninsula. A third principal route of steamers is across the Great Belt to Nyborg, whence a new railway crosses the island of Fyen, viâ Odense, and brings the travellers to Striib on the narrowest part of the Little Belt, whence a steam-ferry, in communication with the trains, conveys the post and passengers to Fredericia in Jutland. From this point railways branch off both south and north. The southern branch is in direct communication with the railways of Slesvig and Holstein, and this is one of the routes between Hamburg and Copenhagen. The railway to the north from Fredericia is destined to traverse the whole length of the peninsula, and in connection with steamers from Fredrikshavn to establish a new route from Hamburg and the Continent to Sweden and Norway; but as yet it is only finished as far as Aalborg. A branch of this railway connects Aarhuus on the east coast of Jutland with Holstebro on the west coast, while another branch from Skanderborg to Silkeborg in the very heart of Jutland, and a very picturesque neighbourhood, is under construction. Besides this great trunk railway, which traverses the whole kingdom, there are several smaller lines. The North Sealand Railway connects the capital with Elsinore, viâ Fredriksborg and Fredensborg, with a branch to Klampenborg. A railway to the south of Sealand is in construction.

It is a necessary consequence of the natural configuration of the country that *steamers* ply a great part in the inland traffic, and from Copenhagen a considerable number of boats keep up regular communication with almost every town or harbour of any importance. Those most likely to be of use to English travellers are those which ply in the Sound, between Copenhagen and Malmö, on the opposite coast of Sweden, and on the principal route from Copenhagen to Stockholm, and between Copenhagen, and Elsinore, and Helsingborg, touching at several points along the coast, as well as those which, starting from Copenhagen and bound for the southern islands, touch at the island of Möen. In many places the service of ferries is now performed by steamboats. Complete and reliable information as to travelling in Denmark by railway, post, or steamer, and on telegraphs and letter-post is found in the 'Reiseliste,' which is published fortnightly, and in Faber's 'Post og Reisehaandbog for Kongeriget Danmark,' which is published quarterly or as often as may be required; it is written in Danish, but with explanations of the terms and abbreviations, in English, French, and German.

Postage.—The inland postage is the same as in England, viz., 4 sk.,

or about 1*d.*, for 3 kvint, or ½ oz. English, but the double postage carries a letter up to ½ lb. weight. Within town limits of Copenhagen it is only 2 sk. To England the charge is 14 sk., or 4*d.*, for the same weight; to France, 16 sk.; to Holland, 10 sk.; Belgium, 13 sk.; Switzerland, 13 sk.; Slesvig, Holstein, Hamburg, and Lubeck, 6 sk.; the rest of Germany, 8 sk.; Sweden, 6 sk.; Norway, 8 sk. There is a book-post to most other countries at a lower rate, subject to the same conditions as the English. To England the charge is 4 sk., or 1*d.*, for 2 lod Danish (1 oz. English), and anything made of paper may be sent, even proof-sheets with corrections, but no other writing.

Stamps to the value of 2, 3, 4, 8, and 16 skillings are to be had at the post-offices, and the commoner kinds at most stationers', grocers', &c.

Money Orders are granted to an amount of 50 dollars, when payable in Copenhagen 100 dollars. They are forwarded by the post-masters.

There is a very complete network of *telegraph lines* extending over the whole country, with submarine cables to Russia, Sweden, Norway, England. The charge for 20 words in Denmark itself is 32 sk. (9*d.*), and 16 sk. additional for every 10 words; the price of telegrams to places abroad varies according to distance, &c.; to England, viâ the new cable from Jutland to England, a telegram of 20 words costs at present 2 rdlr. 18 sk., or 5*s.*; viâ Prussia, 3 rdlr. 10 sk., or 7*s.* to London; 3 rdlr. 45 sk., or 8*s.*, to other parts of England. The inland telegraph is mostly under control of the Government.

Inns.—The inns in Denmark are mostly of the same character as those in the provincial towns of England. The best hotels of Copenhagen, however, make greater pretensions, and though not yet equal to the best inns in West and Central Europe, will satisfy most travellers; the proprietors, or at any rate some of the servants, speak English; guides and every necessary information is easily obtained. Also in many of the shops of Copenhagen English is spoken.

5.—BRITISH LEGATION AND CONSULS.

The post of British Envoy Extraordinary and Minister Plenipotentiary at the Court of Denmark is at present occupied by Sir Charles Lennox Wyke, K.C.B.; the First Secretary of Legation is George Strachey, Esq.; Second Secretary, Hugh McDonell, Esq. The British Consul for Denmark is not stationed at Copenhagen, but at Elsinore. At present this post is filled by Bridges Taylor, Esq. The Vice-Consul at Copenhagen is A. de Capel Crowe, Esq.

6.—English Episcopal Church.

The only place in Denmark where there is regular English divine service is at Copenhagen, where there is a chaplain to the Legation (Rev. R. S. Ellis, M.A.), but as yet there is no English chapel, though money is being collected for building one. The service is held at 11 A.M. on Sundays in the meeting-room of the Moravian Brethren, Stormgade 21.

7.—Succinct Account of Denmark.

Dominions.—Shorn of her former greatness, the Danish realm now only comprises the northern portion of the Cimbrian Peninsula, and a number in all of about 200 islands, situated at the entrance of the Baltic; of which Scaland, Fyen (which on German maps is called Fünen), Lolland and Falster are the largest, besides Bornholm, off the S.E. coast of Sweden. The Farö Islands, Iceland, Greenland, and the Islands of St. Thomas, St. Croix, and St. Jan in the West Indies also belong to the Danish Crown, whilst the Danish settlements in East India and in Africa were sold to Great Britain in 1846. The area of Denmark Proper, of which we are now treating, is about 14,200 English square miles, and the population about 1,850,000, which increases annually with nearly 1½ per cent.

Geology and General Aspect.—With the exception of Bornholm, which in point of geology agrees with southern Sweden, Denmark is a part of the great plain of Northern Europe, and the elevation above the sea nowhere reaches 600 feet. The oldest formation anywhere to be observed is the upper cretaceous, and in some places the limestone contributes materially to the beauty of the landscape, particularly at Stevns Klint on the E. coast of Sealand, and on the little island of Möen, where the white cliffs adorn the sea coast, crowned in the last-mentioned locality with magnificent beech-woods. The cretaceous strata of Denmark offer peculiar interesting phenomena to the geologist, and have been the subject of a well-known treatise by Sir Charles Lyell. Besides Stevns and Möen, the most interesting locality is Faxö, an ancient coral crag, now far inland, abounding in rare and peculiar fossils. The limestone is covered with various beds of sand and clay, which mostly present an undulating surface; and as the country, particularly on the islands, is rich in wood and small lakes, there is no lack of pretty scenery. It is for the greater part a fertile country, where every acre is tilled or otherwise turned to account, where uncultivated commons are as unknown as extensive pleasure-grounds, feeding its own inhabitants

abundantly, and supplying the neighbouring countries to a considerable extent with corn and cattle. Agriculture is perhaps not yet on an equal point of development with England or Scotland, but is rapidly progressing, and as the farmers are nearly all freeholders, the bulk of the nation prospers by it. Particularly since the repeal of the English corn laws, and the opening up of English markets, has a great improvement been observable. The rivers are, of course, but small—the longest is the *Gudenaa* in North Jutland, 90 miles long—and there is not much fishing in them. Nor is there much natural pasture-ground; the fresh grass fields, hemmed in by rows of elm and oak so familiar to the English eye, are wanting. Hill and dale are covered with interminable corn-fields, now and then interspersed with clover-fields, where the cattle stand tethered, and so entirely have the hedges in many places disappeared, that the different farms are scarcely divided off from each other by a decent ditch. But instead of the hedge-rows of stately elms and oaks, and park glades with isolated groups of trees, the Danish landscape is enlivened by frequent and often extensive tracts of dense woodland, consisting of beech and oak, and now also of pine and fir. A century ago these last-named trees existed scarcely outside the private parks and gardens, though the deposits of the peat-bogs prove that in ancient times they were predominant in the forests, but are now planted most extensively, so that very large tracts of sandy and poor soil now is covered with them. This latter change is particularly observed in the less fertile part of the country,—the middle and west part of *North Jutland*,—which formerly was well timbered, but where the pernicious influence of the westerly winds and injudicious treatment of the forests has entirely destroyed these. The eastern coast of Jutland, and indeed of the whole Cimbrian peninsula, is intersected by "fjords," long, winding, but mostly narrow inlets from the sea, well wooded and cultivated, and presenting, upon the whole, the same characters as the landscape on the islands. But all along the middle of the peninsula there stretches a tract of heaths, sometimes presenting an apparently unbounded plain overgrown with heather and furze, now and then intersected by small winding rivers, bordered by a narrow strip of meadow land thinly inhabited, but where for the rest not a soul meets the wanderer for half a day, save, perhaps, a lonely shepherd minding a flock of hardy, bony animals, valuable for their fine skin and wool, but whose flesh is as tough as the heather off which they nibble the tenderest shoots. In some parts the sandy soil contains a peculiar hard stratum, several inches thick, two or more feet under ground, called *Ahl*, opposing a formidable, though not invincible, obstacle to the growth of trees. The Ahl is still forming by the conglomeration of the sand

under the influence of water containing a little iron, and the cause of it is sought in the destruction of the ancient forest which covered these parts. The highest elevation is generally near the east coast, from which it diminishes gradually towards the west, so that many small rivers rising a few miles from the east coast nevertheless traverse the whole north of the peninsula and join the North Sea. Where this desolate tract meets the well-timbered and fertile east coast, it is often broken up into rounded hills, whose sheltered sides are green and wooded, whilst their bases are surrounded by fresh meadows, forming a beautiful *ensemble* of colour with the rich glow of the flowering heather. Further to the west on the peninsula, the landscape undergoes another change; the plain becomes more and more flat and watery, the scanty trees disappear by degrees entirely, till at last a row of abrupt sand-hills rise in the horizon, looking at first like distant mountains, though not higher than 100 ft., so abrupt and peculiar are often their forms, and presenting to the wanderer who ascends them the unbounded view of the North Sea which bathes their foot, and in fact calls them into existence. This dangerous and treacherous sandy coast stretches for 200 miles from Blaavandshuk, not far from Varde, to the Skaw, all the way girt by a double or treble row of sandbanks, "Revler," where many a good ship has become a prey to the fury of the waves, and many a ship's crew seen land for the last time. So dangerous is this coast that there are not less than 14 lifeboat stations and 7 rocket stations established along it. At many places on this coast the sea is making constant inroads on the land, and this is particularly noticeable at the south-west corner of North Jutland and along the coast of Sleswig. Originally the general native features of the Cimbrian peninsula, from the Elbe to the Skaw, seem to have been quite the same in the whole of its length; but at some remote period, difficult to determine, but it is thought subsequently to the first appearance of mankind in those regions, an extensive subsidence of the coast of this part of the North Sea has taken place. The range of sand-hills which still exists along the coast of North Jutland was broken through in numerous places, and the flat land inside inundated. Fragments of the range of dunes and of ancient cliffs are still standing, protecting a little tract of land on their east side, and forming a row of islands along the whole coast of South Jutland, separated from the mainland by a broad expanse of sea, which, however, for the greater part, is dry at low tide. During the long time which has succeeded this change of level and consequent irruption of the sea, extensive marshes have been formed along the coast, which by degrees have been reclaimed by means of dykes, and which present the same appearance as the marshes in the eastern counties of England, Norfolk, Lincolnshire, &c.; but during

the last 1000 years the sea has again destroyed more than it has added in this way to the mainland and the islands. Along the west coast of the peninsula of Eidersted in Sleswig stands the southernmost part of the ancient range of dunes. That the formation of these islands along the west coast of Sleswig, and of the marshes along the shores of that part of the sea which separates them from the mainland, is subsequent to the first appearance of man in these parts seems to be rendered evident by the fact that, under the thick layers of marsh-clay, peat-bogs and remains of ancient forests have been discovered, and in the peat and at the root of the trees implements of flint, pottery, and other remains of human civilization.

The *climate* of Denmark, upon the whole, is mild; the average temperature of Copenhagen is 46·8° Fahr., the greatest heat observed in the shade is nearly 94°, the extreme cold nearly – 19° Fahr. It is healthy, but, on account of the frequent changes and the preponderance of wind, not particularly agreeable; though scarcely less so than the climate of England. The air in Denmark is, at least in summer, decidedly drier and more bracing than in England, and the absence of vapours in the atmosphere causes a striking difference in the tints of the landscape, particularly of distant objects. At the same time, the Danish climate is favourable to the vegetation, which is remarkably luxuriant, and both the flora and the fauna of Denmark is, in proportion to the extent of the country, remarkably rich.

9.—HISTORICAL NOTICE.

It is aptly observed by Sir John Lubbock, in his work on 'Prehistoric Times,' that Denmark occupies a larger space in history than on the map of Europe. Not only might, as he points out, many a larger nation well envy the Danes the position they hold in science and art, but it is besides undoubtedly true that the antiquity of Denmark, as of Scandinavia, upon the whole, was its most splendid period, and that to which even now the greatest interest attaches. The monuments from pre-historic and earliest historic time of Denmark are numerous and interesting. At that time, Denmark properly speaking, comprised Jutland (including South Jutland or Sleswig), the Danish islands, and the southern part of modern Sweden. It is remarkable that the earliest really historical fact in Danish history is a war with Germany, then under the rule of Charlemagne, which ended by a peace concluded in 810, whereby the river Eyder, which separates the modern duchies of Sleswig and Holstein, was declared the frontier between Denmark and Germany, as indeed it remained till 1864, when Denmark was

compelled to cede the duchy of Sleswig to Germany. In the war with Charlemagne, the Danish King Götrik constructed a line of defences reaching from the marches at the lower Eyder to the Baltic, which afterwards was extended into the famous *Danevirke*, built in the 10th cent. by King Gorms' Queen Thyra, called Danabod, or the Danes' joy, according to tradition an English princess. Christianity was first introduced into Denmark in 827, by *Ansgarius* the Apostle of the North, a monk from the convent of New Corvey in Westphalia, but did not thoroughly subvert the old pagan faith of Scandinavia, which is so well known from the ancient Sagas, till after the conquest of England by Kings *Swein* and *Canute*. While scores of thousands of Danes emigrated to the British Islands (see Worsaae's 'Danes and Northmen in England,' and his later work on the Danish conquest of England and Normandy), a great number of Englishmen settled in Denmark, or were sent there by the king, and these were mainly instrumental in establishing the Church in Denmark, and founding ecclesiastical institutions and buildings there. At the death of Canute, his great empire, comprising Denmark, Norway, England, the south of Scotland, and large territories along the shores of the Baltic, was broken up, and Denmark was for a long time distracted by internal feuds. Amongst the later Danish kings, those of the so-called Valdemarian period, *Valdemar I.*, *Kanut VI.*, *Valdemar II.* stand out prominently, by firmly established power at home, and splendid warlike exploits abroad. The Danes did scarcely participate in the Crusades, but undertook similar expeditions into the Pagan countries to the south and east of the Baltic for the establishment of Christianity there. On one of these a battle was fought near Reval in Russia, where the Danish army, sore pressed by a too numerous hostile force, was rallied and led to victory by the sudden display of a scarlet banner with a white cross, which had been sent by the Pope, but which, according to the popular tradition, fell down from heaven. This happened in 1219; and since then this flag, under the name of Danebrog, became the Danish national emblem, and superseded, as such, the figure of the raven, which until then was used, and which appears on the numerous coins struck by Danish kings in England. *Valdemar II.*, called the victorious, on account of his success in war during the first years of his reign, has left a great name on record as a law-giver; and the oldest Danish statute laws, civil and ecclesiastical, date from his reign. He also caused the compilation of a most interesting account of the royal revenue derived from property in the whole of the kingdom, a kind of doomsday book. He died in 1241, and now followed another period of internal discord, coupled with foreign oppression, which only terminated when a noble-

man of Jutland called *Niels Ebbesen*, by a daring enterprise, slew the most powerful of the foreigners who sucked the life-blood of the people, Count *Gerhard of Holstein*. The nation rose with energy, led by a third *Valdemar*, who again established the integrity and independence of the realm. His daughter, Queen *Margaret*, perhaps the ablest ruler Denmark ever had, succeeded in uniting with the crown of Denmark those of Norway and Sweden, by the union of Calmar of 1397. But at her death the united Scandinavian crowns passed on to German princes distantly related to the ancient royal family of Denmark, who lacked both ability and energy to work out the great political scheme begun by her; and after a troubled existence of about 120 years, the union came to an end by the secession of Sweden. Margaret's successor was *Erik of Pomerania*, whose queen, *Philippa*, daughter of Henry IV. of England, made herself a name in history by her courageous defence of Copenhagen against the fleets of the Hanseatic league in the absence of the king. At the death of his successor *Christoph of Bavaria*, the throne of Denmark came to *Christian I.*, the first of the Oldenburg dynasty which still reigns in Denmark, and of which a younger branch occupies the throne of Russia. Christian I. acquired the duchy of Holstein. In the reign of *Christian III.* the Reformation was carried through in Denmark without any serious difficulty. The ablest king of this dynasty was *Christian IV.* (1588-1648), who not only distinguished himself as an able and gallant warrior, but also by his thrift and economy, and left himself lasting monuments in the numerous and splendid buildings which he executed in a style akin to the Elizabethean, and which in Denmark is described as the style of Christian IV. Good specimens are the castles of Rosenborg and Fredricksborg, and the Exchange of Copenhagen. His well meant exertions for the good of the country were paralyzed by the nobility, whose constitutional power was so great, that the king was reduced to little more than the president of an aristocratic republic. Under his son *Frederick III.*, the state was brought on the verge of ruin by the want of patriotism of the nobility, thanks to which the military resources of the kingdom were so reduced that Charles X. of Sweden found it an easy task to deprive Denmark of her provinces east of the Sound, which have ever since formed part of Sweden. The indignation of the people was raised to the highest pitch, and the yoke of the nobility was thrown off, never to be reimposed, though only in order to transfer absolute and hereditary sovereignty on the king and his successors; and for nearly two centuries, 1660-1848, Denmark remained an absolute hereditary monarchy, whilst until then the crown had been elective. But few of the kings of the Oldenburg dynasty were distinguished by national

feeling and interest in Danish language and nationality; their queens and their confidential advisers were mostly Germans; and Danes, however able, were very rarely able to exercise any great influence, or to rise to the highest dignities of the state. In this respect *Frederick V.* (1746-1766), amongst others, formed a notable exception; his first queen, *Louisa*, was a daughter of George II., and greatly beloved by her subjects. Their son, *Christian VII.*, the husband of the unfortunate *Caroline Mathilde*, daughter of George III., was from childhood of a sickly constitution, which soon became entirely undermined by a reckless life, and the consequence was a rapidly increasing mental aberration, which necessarily brought the supreme power into the hands of others. For a few years, *Struensee*, a German physician who had advanced to the highest dignities, governed the country with undoubted good intention, but with a disregard of national feelings, and rooted prejudices, which raised him up powerful enemies. He was a follower of Voltaire and the French philosophy of the day, whose ideas he tried to realize in government in a headstrong, yet not really energetic, and at the same time regardless manner. He became the victim of a court conspiracy; the king was persuaded, or rather frightened into signing the orders for his deposition and trial before a special court, and he was beheaded in 1772. His fall brought ruin upon the queen, who was accused of an illicit liaison with the fallen minister, divorced from the king, and banished. The British court, who did not question the justice of this measure, gave her a residence at Celle, in Hanover, where she died after a few years. The sad fate of the queen has always secured for her the sympathy of those who know what temptations her position and the conduct and mental state of her husband threw in her way; but the scanty additional light which later times have thrown upon the matter has not served to vindicate her innocence. From the time of Struensee's fall dates a strong and ever-increasing revival of Danish national feeling, of Danish literature, art, and science; and subsequent kings have, in this respect, stood on the side of their Danish subjects, though perhaps not always with the desirable energy. Towards the close of the century, Danish commerce and shipping rose to a very flourishing condition, thanks to the neutrality observed by Denmark in the great wars which then devastated Europe. This favourable state of things suffered a short interruption by the hostilities commenced by England in 1802, with a view to compelling Denmark to secede from the league of the armed neutrality formed by neutral states for the protection of their commerce. Then the famous battle of the 2nd April, 1802, was fought in the roadstead of Copenhagen, between a division of the English fleet under Nelson, and the southern part of the Danish

"line of defence," a number of old ships' hulks moored or grounded on the shallow sands of Amager, while the Danish fleet lay unarmed and unequipped in the harbour. The result was that Denmark agreed to withdraw from the neutrality league, but the bloodshed and bitter feelings caused by the war might have been spared, for a few days after, the Emperor of Russia died, and the league, of which he was the soul, broke up of its own account. Of far greater consequence was the second war with England, which began in 1807. The English government having received information that the Emperor Napoleon had concerted a plan with the Emperor of Russia for invading Denmark, and compelling her to place her fleet at his disposal, resolved to prevent this, by doing herself what the French Emperor was suspected of intending. A fleet with 20,000 men was despatched to Copenhagen, and a demand was presented for the immediate surrender of the Danish fleet. Though utterly unprepared for war of which there was no prospect, the Danish government returned the only answer which could be expected from a nation not entirely destitute of self-respect. Copenhagen, which was without a garrison and virtually defenceless, was compelled to surrender by a three days' bombardment, whereby a great part of the city was destroyed; and the fleet was equipped and carried away by the English. Denmark thus became entangled in the great wars of Europe, from which she had nothing to gain, and from which she had hitherto studiously kept aloof; and in 1814, she was compelled to cede Norway to Sweden. The Danish shipping and commerce was destroyed, the state bankrupt, the people very nearly ruined; but thanks to an economical government, the natural resources of the country, and fortunate circumstances, the losses were repaired; and when Frederick VI., in whose reign—as prince regent and king—these misfortunes happened, died in 1839, the national credit was re-established; and though greatly reduced in extent, the country, upon the whole, was prospering.

Meanwhile, the so-called Schleswig-Holstein agitation developed itself. It was an offshoot of the unity movement in Germany, and had for its object to separate from Denmark and unite with Germany, not only the originally German duchy of Holstein, which had been acquired by Christian I. in 1460, but also the originally Danish duchy of Sleswig, which never in any way had been connected with Germany, but of which the southern part, by constant immigration, had become germanized. The scheme was favoured by the circumstance that the latter duchy enjoyed a somewhat separate position in the Danish state, which had originated in its being a border province. Ever since the Danevirke was constructed near the southern frontier, a Danish army was generally

stationed there, mostly under the command of a royal prince, who exercised a certain authority in the adjoining districts, and this led to the pernicious custom of granting the whole or part of the province of South Jutland or Sleswig to junior branches of the royal family as a fief of the Danish crown. Although these vassals often became very troublesome, and even made common cause with the enemies of the realm which they ought to have defended, this was continued for centuries in the interest of the reigning family, but to the detriment of the empire, whose interests did not always coincide as long as the crown was elective, that is till 1660. When at length Frederick IV. in 1720, regained the whole of the duchy for the then hereditary crown, he did not properly consolidate it with the rest of the kingdom in point of administration. This served as a handle for the secessionists of later times, and the intricate questions of public law which they raised rendered the controversy on this question, which lasted for 30 years, a perfect monster of bulk and obscurity, quite a phenomenon in the political history of the world. The scheme of separating the two duchies from Denmark, and joining them to Germany as a new state, found great favour in Germany, particularly because the Bay of Kiel, where the German nationalists wished to see a German fleet established, lies partly in Holstein and partly in Sleswig territory, and it found strong support from the Duke of Augustenburg, representative of one of the younger branches of the house of Oldenburg, who hoped to obtain the sovereignty of the new state it was proposed to form, under the name of Sleswig-Holstein. Neither *Frederick VI.*, nor his successor *Christian VIII.*, was able to stem the agitation; and when the French Revolution broke out in 1848, a few weeks after the death of the latter, and was followed by disturbances all over Europe, a rebellion also broke out in Holstein. The Danish army repeatedly worsted the insurgents, and the insurrection would not have lasted two months but for the interference of Prussia and other German states. At length Prussia was compelled by the other European powers to withdraw her troops, and a peace was concluded in Berlin, in 1850; after which, the insurrectionary army, left to its own resources, was defeated at Idsted, 26 July, 1850, but no satisfactory settlement was arrived at. The insurrection had destroyed the unity of the state, and the Danish government had to frame and introduce a new representative constitution for the whole monarchy. *Frederick VII.*, who ascended the throne in 1848, shortly before the outbreak of the rebellion, had granted a very liberal constitution, but this could not be extended to the whole monarchy. The German Confederation had a voice in the matter as regarded Holstein, and kept the whole question open by refusing its assent to any proposals

of the Danish government, and by abstaining from indicating what would be acceptable.

Nothing was therefore settled when Frederick VII. died in November, 1863. He was the last (save an old childless uncle) of the direct male descendants of Christian I. in the eldest line, and as some doubts had been raised as to the law of succession in the different parts of the monarchy, an arrangement had been made as early as 1852, in anticipation of his death without children, whereby the succession to the whole of the Danish monarchy, including Holstein, had been transferred to Prince Christian of Glücksburg, belonging to one of the junior branches of the house of Oldenburg. This arrangement had been consented to by all concerned, and embodied in the treaty of London of 1852, to which all European powers acceded, excepting the King of Bavaria and some minor German princes. The Duke of Augustenburg, who had been so active in getting up the insurrection in Holstein, promised for himself and his family not to disturb this arrangement, nor allow any one else to do so; in consideration of which the Danish government paid him a handsome indemnity for his estates in Sleswig which had been confiscated. But as soon as Frederick VII. was dead, Prussia and Austria refused to acknowledge the succession of Christian IX. in conformity with the treaty, and the son of the Duke of Augustenburg came forward as a pretender with the sanction of his father, and eventually Prussian and Austrian troops entered Holstein in the first days of 1864. The two German powers demanded the instantaneous withdrawal of the so-called constitution of November 18, 1863, the last attempt of the Danish government to solve the difficulty which, but for the sudden death of Frederick VII., might very likely have led to a satisfactory result. The Danish government having ascertained that the concession of this demand would be followed by fresh demands impossible to fulfil, and that the German powers intended to force on a war *à tout prix*, refused, and then began the war of 1864. The Danish army, inferior to its opponents in equipment, numbers, in short, everything except bravery, was stationed at the Dannevirke, as a thousand years before in the war against Charlemagne, but the position was too extensive for its numbers, and when on the point of being outflanked, the Danish general retreated to the slightly fortified heights of *Dybböl* (German *Düppel*), opposite the island of Als, on the east coast of the duchy, thus leaving the country open to the enemy. The German armies laid regular siege to the entrenchments at Düppel, which were not calculated to withstand operations of that kind, least of all rifled cannon, which were then for the first time used in actual warfare. After two months' siege, they were taken by assault by the Prussians, just as the Danish

commander was going to retire to Als and give up a position which had become untenable. An armistice and an European conference in London followed, but the German Powers, well knowing that no other state was willing to go to war for Denmark, refused to abate anything of their demands, namely, the unconditional surrender of Sleswig and Holstein (including the domain of Lauenburg). When hard pressed, they held out a possibility of leaving Denmark in possession of a strip of land in North Sleswig, but reserved to themselves to name their conditions; and as it was well known that these would be such as to render the acceptance of their offer useless, it came to nothing. At last it was proposed to leave the dispute to the decision of an arbiter, but this both refused: Denmark honestly and outright, well knowing that she would gain nothing by thus abandoning her rights; the Germans indirectly, in this form, that they accepted the proposal provided they were not to be bound by the award. Hostilities which had ceased during the negociations, recommenced; the Prussians succeeded in effecting a landing on Als, and at last Denmark was obliged to sue for peace. After protracted negociations, a peace was signed in Vienna, 20th August, 1864, whereby the King of Denmark ceded to Prussia and Austria the three duchies. If the Danes did not receive that material support during the war, to which they had thought themselves entitled in the name, not only of treaties, but of common justice, and of the interest which all nations must have in preventing breaches of good faith and the establishment of government by the sword alone, they had the sympathy of the whole civilized world, and this showed itself in two ways; viz.: during the war, in the manner in which every kind of contribution for comfort and assistance for the wounded and fallen Danes and their relicts flowed in from all parts of the globe, not least from England, the two English relief committees alone forwarding more than 20,000*l.*, whilst after the war, a strong mark of sympathy was given by the Emperor of the French who, when two years afterwards Prussia compelled Austria to cede her part in the conquered provinces, obtained a clause in the peace of Prague, the celebrated Art. V., to the effect that the Danish part of Sleswig should be restored to Denmark. As yet this has not been done; but no Dane seems to doubt that it will be done sooner or later with or against the will of Prussia; and the population of Sleswig, from the town of Flensborg, or rather from a line a little south of that town, to the northern frontier, omit no opportunity, such as election of deputies to the Prussian chambers, or the North German parliament, to manifest their stout adherence to the mother country, to protest against their separation from Denmark, and to call for the execution of the Article V. in the peace of Prague.

The present King of Denmark, *Christian IX.*, belongs to the Glücksburg branch of the house of Oldenburg, and descends from King Christian III. of Denmark. He succeeded to the crown of Denmark on the 15th November, 1863, in virtue of the above-mentioned arrangement of 1852, on the extinction of the male line of the old royal branch of the house of Oldenburg, in the person of Frederick VII. King Christian IX. was born on the 8th of April, 1818; the Queen of Denmark, *Louisa*, daughter of the late Landgrave Vilhelm of Hesse, and niece of the Duchess of Cambridge, was born the 7th September, 1817. Their children are: 1, *Frederick*, Crown Prince of Denmark, born 3rd June, 1843, married to Louisa, daughter of the King of Sweden and Norway; 2, *Alexandra*, Princess of Wales, born 1st December, 1844; 3, George I., King of Greece, born 24th December, 1845, married to Olga, eldest daughter of Grand Duke Constantine of Russia; 4, *Dagmar* (Marie Feodorowna) married to the Czarewitch of Russia, born 26th November, 1847; 5, *Thyra*, born 27th September, 1853; 6, *Valdemar*, born 27th October, 1858.

10.—STATISTICS.

The present constitution of Denmark is very nearly the same as the one granted by Frederick VII. in 1848-49. The powers of the parliament are essentially the same as those possessed by the British parliament. It consists of two houses or *Things*, which was the old appellation of such assemblies in the Scandinavian kingdoms and settlements, and is still in use in the Isle of Man. The *Folkething* is based on universal suffrage, every person who is not a domestic servant, a bankrupt, convicted criminal, or lunatic, and 30 years of age, being a voter; the *Landsthing* is elected by an indirect method resembling the one proposed by Mr. Hare, in order to facilitate the representation of minorities. Voters for members of the Landsthing must prove an annual income of 130*l.*

There is a perfect freedom of the press, of association, and of worship, in Denmark.

The Evangelical Lutheran Church is the state church, and the king must belong to it; but all religious communities have civilly equal rights. Only the offices of judges are now reserved for Christians, whereas Jews were formerly almost confined to the medical profession. There are very few Dissenters in Denmark, a circumstance which perhaps, is caused by the more perfect blending together of the different classes of society. The means of education being abundant and cheap, it is not difficult even to the poorest, to rise by talent and industry; and many members both of the clergy and of the different learned professions

belong originally to the humbler classes of the people. The system of compulsory education has long been in force, and it is very rare to meet a person who cannot read and write. The "Latin schools," which prepare for the university, are also almost all public institutions, under direct government control. As no profits are to be made by them, the school fees are very moderate, and in all of them there is a considerable number of free scholarships. The university of Copenhagen is wealthy, and more than 150 students receive free lodgings and other assistance while preparing for examinations. General education is consequently widely diffused in Denmark, and the Danish nation can boast a proportionately large number of prominent names in science and literature.

Denmark is essentially an agricultural country, and corn, cattle, and dairy produce form the staple of exports, of which a large proportion is brought to Great Britain. The average export of corn for the last five years is about 1,500,000 quarters. The cattle trade has much diminished on account of the cattle plague, and the subsequent restrictions on the imports to British ports; the average for the last four years is 18,000 sheep, 50,000 swine, 53,000 horned cattle. Danish horses, particularly the so-called Jutland breed, a strong much-enduring animal with arched neck, are much sought for on the continent; the annual export averages 8000, but rises sometimes as high as 20,000.

The Danish commercial fleet comprised in 1868-1869 3000 vessels above 4 tons, with a tonnage of about 180,000, and the quantity of goods exported or imported by sea from or to foreign places amounted in that year to 1,100,000 tons, of which about one-half was carried by Danish vessels. Many Danish vessels are employed in trading from port to port in foreign countries, and return but rarely to their home, as there are many more ships owned in Denmark than the trade of the country itself requires.

The *manufactures* are not of general importance, and though some articles are of very good quality, they are mainly intended for home consumption.

The bulk of the population are agriculturists, and the greater part of the country belongs to freehold farmers possessing farms of from 20 to 120 acres. Formerly most of the farms, at least on the islands, were subjected to a peculiar kind of tenure called "Fæste," which secured all land subjected to it for the class of peasant farmers, as the law practically prevented its absorption into larger holdings. But this anomalous arrangement, which was originally designed to prevent the pauperisation of the yeomanry, but which is not now required for this purpose, and operates—as every kind of fixity of tenure must—prejudicially on the development of agriculture, is in process of abolition,

and thousands of these "Fæste" farms are being converted into freehold, a fair compensation being given to the landlords.

In Danish home politics the land question plays a prominent part, and the class of freehold farmers form the strongest political party. It is worthy of notice that in Denmark the agricultural population forms the democracy, whilst the towns, contrary to what is usually the case, form the conservative element.

The Danish army is based on conscription, on a plan somewhat resembling the one adopted in Prussia; but the term of service is shorter, and the system far less oppressive. The military and naval organisation is of course only calculated to serve defensive purposes, and every effort is made, that the finances will allow, for attaining the greatest efficiency. The public revenue averages about £2,500,000, or very nearly the same as before the late war and the loss of the three duchies, thanks to the increased prosperity of the country; and though unsuccessful in that struggle which, as Denmark was left to herself, could have but one result, the Danish people still hold their place honourably amongst the nations of Europe.

ROUTES TO AND THROUGH DENMARK.

GENERAL OBSERVATIONS.

DIRECT communication by steam is now established in the summer months between London and various ports on the East Coast of Great Britain, on the one side, and Copenhagen, and other Danish ports on the other. But as these boats are mostly calculated for goods traffic, the accommodation for passengers is not very good, and they cannot be recommended to persons who travel for pleasure, except on the score of cheapness. The steamers from London to St. Petersburg, on the contrary, are very good and comfortable vessels, and, as they stop at Copenhagen, they afford to lovers of a sea passage a direct and easy route. But by far the majority of travellers enter Denmark from the South, over Hamburg or Lübeck. The steamers from London to Hamburg are mostly tolerably good vessels, and as they keep close to the coast the passage is often very pleasant in summer, and always preferable to that round the Skaw. We refer, with regard to this, to our second route. The quickest mode of reaching Copenhagen from London is, however, by land, through Belgium and Prussia to Hanover, and thence either to Lübeck and thence by steamer to Copenhagen (Route 1) or to Hamburg. From this city the traveller has again the choice, viz. between the route of Kiel and Korsör, crossing the Baltic between these two places by night (route 2), or by Rendsborg and Flensborg to Korsör, either by steamer between the last two places, or by rail *viâ* Fredericia and the island of Fyen (Route 3 A).

In summer the distance between London and Copenhagen may be accomplished in 46 hours *viâ* Calais or Ostend, Cologne, Hamburg, Kiel and Korsör, and by any of the other routes in about 60 hours.

With regard to routes through Denmark, it has been thought most practical to describe the larger islands and the province of Jutland separately. The network of steamboat lines and railways is so complete, that routes may be combined in many equally serviceable ways.

ROUTE 1.

LONDON TO COPENHAGEN BY LÜBECK BY SEA AND LAND.

The trains which leave London about 8 o'clock every morning and evening for the Continent, in connection with the steamers from Dover to Calais or Ostend, as well as the direct steamers to Ostend, correspond to trains traversing the North of France and Belgium, arriving at Cologne about 20 hours after the departure of the mail train from London. Travellers by steamer to Antwerp join the same trains in Brussels, but even without any

longer stay in Antwerp than is just necessary this circuit delays the journey for 12 hours. In the railway station at Cologne there is a good restaurant and other arrangements (lavatory, &c.) for the comfort of the travellers, who, moreover, can easily betake themselves to the large and comfortable *Hôtel du Nord*, five minutes' walk from the station. The trains from London through France and Belgium have not always second-class carriages, and it is necessary either to go first-class the whole way, or from time to time to pay a supplemental fare to one's second-class ticket. But on the other side of Cologne there are comfortable second-class carriages all the way. Many travellers prefer, therefore, to take a first-class ticket to Cologne, and register their luggage only so far, and then rebook at Cologne for Lübeck or Harburg (for Hamburg) as the case may be. The journey is continued after a delay of a couple of hours by the fast train to Berlin *viâ Düsseldorf* (where the train is reversed), Obershausen (where travellers from Holland, and from London *viâ* steamer to Rotterdam and Dutch railways join the train), to *Hanover*, which is reached in 4 hours. Unlike the station at Cologne, the station at Hanover is an excessively uncomfortable, dirty, smoky, rambling building. Travellers to Denmark leave the train here, and have only to wait about a ½ hr.; but on the return journey there is a stay of 2 hrs., and most people will prefer to walk across the square to one of the hotels opposite the station (Hotel Royal recommended). The journey is continued by a separate train, which runs from Hanover to Harburg *viâ Lehrte* (30 m. from Hanover), where the train is reversed.

The next station is *Celle*, with a royal palace, which can be seen from the railway, and is chiefly known as the last abode of Caroline Matilda, Queen of Denmark, after her divorce from King Christian VII. The rly. traverses an uninteresting little-inhabited district, of sandy plains and low hills, covered with heath and crippled pine-plantations, stopping at several small stations before arriving at *Lüneburg*, a thriving town at the river Ilmenau, with important salines. Travellers for Lübeck here leave the train in order to proceed after a delay of a few minutes by a short branch railway to *Hohnstorf*, on the Elbe, whence a steam ferry transfers passengers and luggage to *Lauenburg*, on the north bank of the river, or rather to a station situated east of the town near a sluice which forms the southern outlet of the Stecknitz Canal, connecting the rivers Trave and Elbe, and thereby the important commercial cities of Lübeck and Hamburg. The little town, which gives its name to the duchy of Lauenburg, a domain with 25,000 inhabitants, now in the possession of Prussia, is prettily situated, but offers nothing of interest in spite of its antiquity. The train starts immediately on the arrival of the ferry-boat, stopping at Büchen (junction with the Berlin-Hamburg railway), and proceeding through a fertile and well-wooded landscape to

Lübeck, which is reached in 8 or 9 hours from Hanover.

During the last war between Denmark and Germany, and for some time afterwards, this route was the postal route. A mail steamer was then always ready on the arrival of the train to start for Copenhagen or Korsör as soon as the mail was brought on board. At present the old route by Kiel and Korsör is again used for the mails, and there is now only three times a week a steamer to Copenhagen, leaving Lübeck at 5 in the afternoon.

A full description of this remarkable old town is found in the *Handbook for North Germany*, but as it well deserves a day's exploration, by

travellers en route for Denmark or Sweden, we shall briefly notice the principal objects of interest.

Lübeck (Stadt Hamburg, Düffke's Hotel; Brockmüller's Hotel; cab from station to town, 8 shillings Hamburg money; per drive, 6 r.; per hour, 16 b), the principal member of the Hanseatic league has preserved the aspect and character of antiquity to a higher degree than any other town in Northern Europe. The high gabled houses, the curious ancient gateways, the peculiar architectural style of the churches and public buildings, which are all of red and black bricks (Brick-Gothic), give it very picturesque exterior, and the habits of the inhabitants, their extreme cleanliness, the arrangement of the houses, with large vestibules serving all manner of purposes, remind more of Holland than of any other country. The ramparts are of modern origin, and now converted into pretty walks; the ancient walls are almost entirely destroyed, but the *Holstenthor* near the station, through which travellers enter the town from the station, and the still more curious *Burgthor*, both from the 15th century, are still preserved. The churches of Lübeck are of considerable size, and have enormous towers and spires; but the ground being rather unfavourable for such huge structures these latter are mostly considerably out of the perpendicular. The finest is *St. Mary's*, in the centre of the town, open from 10 till 1; Sacristan lives opposite, 4, Mengstrasse) with spires 430 feet high, an exceedingly lofty building, which was completed in 1304. Besides the brasses and the wood carvings, two pictures by *Overbeck*, who was a native of Lübeck, are here to be seen, namely, one in a chapel to the left, "Entombment of the body of the Saviour," and in the chapel behind the high altar, the "Entry of our Lord into Jerusalem." In a closed chapel to the left there is a "Dance of Death," and further on against a pillar a beautiful picture attributed to *Jan Mostaert*, painted in 1518 in three divisions, on the exterior "Adam and Eve," inside, the "Nativity," "Adoration of the Magi," and "Flight into Egypt." Behind the high altar there is a remarkable clock (date 1405) with a procession of figures, the Emperor and Electors of the German Empire passing before the Saviour, at 12 o'clock.

The *Cathedral* (sacristan, Hartengrube 73) at the southern extremity of the town has some fine brasses and bronzes, but particularly an exceedingly valuable altarpiece painted by *Memling* in 1491, with scenes of the Passion inside, several figures of saints on the shutters. To lovers of painting this alone is worth stopping for in Lübeck.

St. Catherine's and *St. Peter's* are also worth a visit by the connoisseur of architecture, whilst the *Jacobikirche* contains some good pictures. The *Schiffergesellschaft*, an old guild house, and the *Kaufleute-Companie*, as well as the *Hospital of the Holy Ghost*, contain good carvings &c. The Hotel de Ville or *Rathhaus* near the St. Mary's Church, is a very peculiar structure, but the inside is too much altered to give an idea of its ancient splendour.

The eastern part of Holstein is well timbered and rich in lakes; a number of pretty excursions may therefore be made from Lübeck in this direction, to Eutin, Plöen, Preetz, &c., but they are scarcely worth the attention of travellers coming from afar and merely passing through Lübeck.

The steamers for Copenhagen start in the afternoon, early enough to reach the open sea before dusk. The course of the river is very winding, and although deep enough for large vessels, it is very narrow. The steamboat cannot therefore proceed at full speed. The banks offer no-

thing of interest, but the spires of Lübeck are constantly showing themselves over the trees and houses, now in one, now in another direction, owing to the tortuous course of the river. At the mouth of the Trave, where it traverses a sort of brackish lake called Pöllnitzer Wyck lies *Travemünde*, a sea-bathing place much visited from Lübeck, and formerly of importance because large vessels were obliged to unload, at least partly there—an inconvenience which has been overcome by the deepening of the river. A little steamer runs twice daily to Travemünde from Lübeck and back. Shortly after passing the little town, the lighthouse is seen on the left, and now the steamer makes across the Baltic in a straight line towards N.E. for the Sound. To the left and right the coasts of Holstein and Mecklenburg, presenting wooded hills with large country houses, stretch away and disappear by degrees, whilst night is setting in, and only the lighthouses at Burg, on the island of Femern to the left, and Dagerort in Mecklenburg to the right, indicate the presence of land for some time yet. In the morning when passengers come on deck the steamer has generally passed the island of Möen, with its white cliffs, and is steering right N., entering the Sound, leaving the south-eastern extremity of Sweden to the right. For a short while the sea is often a little rough here, owing to the narrowness of the strait through which the waters of the Baltic here seek an outlet, but it is nothing to disturb tolerably good sailors. The headland on the coast of Sealand passed to the left is called Stevns Klint, and presents white cliffs with regular strata of black flint, but being without trees they are not so fine as the cliffs of Möen. On the top of the cliff, in dangerous proximity to the edge, stands Höirup Church, built in 1357 by a thankful mariner in memory of his escape from a watery grave. The legend says that owing to the gradual destruction of the cliff by the sea, the church would long ago have ceased to exist, if it were not that every Christmas night it is moved inwards as much as a cock's step. Farther on the steamer enters the "Drogden," a rather narrow channel of deep water, through which almost all the ships which enter or leave the Baltic must pass. The distance between the low-lying island of Amager to the left and the Swedish coast is more than 20 miles; but there is a submarine chain of limestone rocks connecting the two coasts, forming in one place an island, Saltholm, which scarcely shows over the water's edge, and in other places shallow banks separated by deep channels. Of these latter Drogden is the most favourable for navigation, and the ships crowd in here as closely as the vehicles on a much frequented road; most of them anchor up rather than enter this passage by night. Now the numerous ships on the roadstead of Copenhagen, the batteries defending the entrance to the harbour, and the towers and spires of the town are plainly distinguishable to the left, and rounding the island-battery of Tre Kroner, the steamer soon enters the harbour, and lands her passengers at the custom-house pier.

Copenhagen, see Rte. 4.

ROUTE 2.

LONDON TO COPENHAGEN BY HAMBURG (ALTONA), KIEL, AND KORSÖR.

Overland route. Travellers from London to Hamburg *via* Calais, Ostend, Antwerp, Rotterdam, and the rlys. of Western Europe, all pass through Hanover, as described in Route 1, as far as *Luneburg*. But whilst passengers for Lübeck leave the train there, those bound for Hamburg remain in the train till this stops at *Harburg*, a town of about 20,000 Inhab. on the Elbe, almost opposite Hamburg, only a little higher up the river, but which does not offer anything worthy of notice. The trains from the South are met by steamers, which perform the passage from Hamburg in about ¾ hr., or a little more, according to the state of the tide (returning from Hamburg to Harburg, one hour), and in fine weather this mode of crossing the Elbe is to be recommended. It is sufficient to point out one's luggage (which cannot be registered farther than Harburg) to one of the porters at the station, and note his number, with the request, that it should be brought to the Dampfschiff; it will then be put on large trucks and deposited on board, for which a small fee is to be paid on board to the porter. The pier is about 20 minutes' walk from the station; turn to the rt. outside this latter, then first turn to l. and over the bridge along the water side; then to the rt. across the drawbridge, sharp to the l., following thence the high road, without possibility of mistake. A cab to the pier 5 groschen. Ticket for the steamer, 6 groschen; and separate tickets for luggage are taken in a little wooden erection to the left just before reaching the pier. Once on board, the passage in fine weather is pleasant enough, the only drawback being the inevitable brass band, which has infested these boats at least for the last 15 years. The towers of the Hamburg churches are visible above the dykes which protect the low-lying shores of the river; but after a while the steamer turns to the rt., and the cities of Hamburg and Altona, with their forest of shipping to the rt., and the wooded slopes of the Holstein coast adorned with handsome villas to the l., present a very pretty panorama. The steamer first lands at Altona, and as the train for Kiel starts from the *Altona station*, it is advisable if no stay at Hamburg is intended to disembark here, and have the luggage brought directly to the station, where, if there is superfluous time it can be put into the cloak-room. There are not always cabs at the landing-place at Altona; but the distance to the station is insignificant. The fare is ½ thaler. In the summer the steamer from Kiel to Korsör starts from Kiel at midnight, and the corresponding train from Altona starts at 9·45, whilst the steamer from Harburg is in Altona at about 5·30. There is then ample time. But in the winter months the steamer starts from Kiel at 9; and the travellers must take the 5·55 o'clock train from Altona, in which case there is no time to lose between the steamer and the train.

If, however, a stay in Hamburg is intended,—and for those who come for the first time, it is well worth while to do so,—passengers should remain on board the Elbe steamer till it stops for good at Hamburg, when there is nothing further to do than to engage a cab and proceed to the hotel. There is no examination of luggage, the custom-house officers merely asking if the traveller has any merchandise by him which is liable to duty.

The more agreeable way of crossing from Harburg to Hamburg, if the weather is bad, or if the party includes ladies with many small parcels, is to engage a carriage at the rly. station at Harburg and cross the two arms of the river by the ferry. It is necessary to bargain with the drivers, who ask from 2 to 3 thalers to anywhere in Hamburg, or a thaler more to the station at Altona, including the toll at the ferry. The drive is uninteresting, across a large flat island which divides the river into two comparatively narrow arms, above the harbour of Hamburg, below which the shipping, as well as the width of the river, would render a regular ferry impossible. The great advantage of the carriage is of course that there are no changes and no loading or unloading of luggage, and the traveller is put down at the door of the hotel without further trouble; but it takes more time, which is of importance if it is intended to take the next train from Altona. In winter, when the train which meets the Korsör steamer at Kiel starts from Altona, at 5·55; it is scarcely practicable to reach it otherwise than by steamer.

Finally, there are omnibuses to Hamburg from Harburg crossing by the ferry, which however can be recommended for single men only.

With regard to the return journey by this route the following is to be observed. For the passage by cab from any of the Hamburg hotels to Harburg by the ferry, not less than an hour should be allowed as the passage of craft on the river often causes stoppage. Luggage is in this case examined immediately on entering the Prussian territory, after crossing the last ferry, and before reaching the station at Harburg. Travellers coming from Copenhagen by the night steamer from Korsör and the corresponding early train from Kiel to Altona, and wishing to proceed at once, have very little time between the arrival in the last-named place and the departure of the steamer, which does not wait longer than necessary to get the mails on board. In that case luggage should be booked to Altona. But if the intention is to stay at Hamburg, or the traveller does not particularly wish to catch the first through train from Harburg to London, luggage may with advantage be booked from Copenhagen to "Klosterthor" or "Dammthor," on the local line, which serves the same purpose for Altona and Hamburg as the Metropolitan line in London.

On landing at Harburg, coming from Altona or Hamburg, the large trunks, &c., are immediately brought to the station by the porters who are in attendance, on the order being given to one of them, and the custom-house examination takes place there. But hand-bags, and other objects carried in the hand, are examined in a little pavilion to the left just after leaving the pier.

It will be seen that the crossing of the Elbe is rather a troublesome affair at present. When, however, the projected new great rly. bridge at Harburg is opened, the trains from the South will run into Hamburg direct, and the whole matter be very much simplified.

The above description refers to the usual route to Hamburg from Hanover and places west of that place; but it must be mentioned that in exceptional cases it may perhaps be found convenient, instead of going by Harburg to follow our first route as far as *Büchen*, on the Berlin Hamburg line, and then take the first train to Hamburg passing by; but it will be necessary in that case especially to ascertain that the trains correspond, as Büchen is a most undesirable place to wait in.

Sea route. The London office of the steamer to Hamburg is at Regent Circus, where berths may be secured, and all necessary information ob-

tained as to time of starting, when to be on board, &c.

The boats usually leave London early in the day, and arrive at Hamburg next evening, the journey occupying in fine weather 36 to 40 hours. The greater part of the first day is consumed in descending the Thames, and when the steamer is clear of the Goodwin Sands it is generally dark. The course lies across the North Sea towards the coast of Holland, which is followed at no great distance, unless the wind is N. or N.W. and tolerably strong. When passengers come on deck next morning the German coast, or rather some of the islands which gird that coast, can usually be seen in the distance, while in middle of the day the island of Heligoland appears to the l, and late in the afternoon the steamer enters the Elbe. The coasts are flat and marshy, protected against the sea by dykes of considerable strength. To the rt. on entering the river, consequently on its l. bank, lies *Cuxhaven*, a small harbour belonging to the city of Hamburg, and serving as a pilot station; in the summer also frequented for the purpose of bathing. In the winter when the Elbe is frozen the steamers must start from here, and the distance from Cuxhaven to Hamburg be performed by land via *Stade*—an old fashioned little fortress, where formerly the Stade dues were paid by vessels passing on the river; and *Harburg*. The former fortress of *Glückstadt*, in Holstein, on the rt. bank, is still in the marshland, but for the last 12 miles this bank consists of wooded slopes with numerous villas and well kept gardens and parks. The steamer first passes Altona, and then just beyond the boundary which divides this city from Hamburg, but which from the river is quite imperceptible, she lets go her anchor, unless the tide is high enough to allow her to lie alongside the quay at

Hamburg ("Streits' Hotel," "Hotel St. Petersburg," "Victoria Hotel," "Hotel Russie," "Kronprinz," all very good on the Jungfernstieg, Hotel de l'Europe, Hotel Belvedere, equally good on the Alsterdamm; Zinck's Hotel, near the Exchange, very good for gentlemen. Many others. Cab 14 schilling; 4 sch. each trunk)—with 223,000 Inhab., is one of the greatest commercial centres of the world. Originally founded by Charlemagne, the city was subject to the Dukes of Holstein, but soon became a free city, and founded with Lübeck the Hanseatic League. Hamburg has remained a free republic, though of course its present position as a member of the North German Confederation renders it dependent on this political body. Formerly the city had no pretension to beauty; but since the great fire in 1842, the whole northern part has been rebuilt, and the part round the Alster basin, is equal to many of the finest cities of Europe. The river Alster traverses the city in several arms, widening at its entrance into a square basin surrounded by good buildings on the three sides, viz. Alsterdamm, Jungfernstieg, where nearly all the best Hotels stand, and Neue Jungfernstieg. The town was formerly fortified with ramparts and moats; but these are now converted into very pretty promenades; the terminal point of the ramparts on the west side by the Elbe, is called *Stintfang* or *Elbhöhe*, and from here the view across the river, &c. is very interesting.

Amongst the public buildings the only one really deserving of attention is the new *St. Nicolai* church, built from the design of G. Scott in Gothic style, instead of an older building destroyed by the fire 1842. The Exchange is also worth visiting, though more on account of the animation prevailing in business hours than on account of the architectural merits of the building. Both are close to the Jungfernstieg.

Outside the town on the west side between it and Altona is the new *Zoological Garden*, one of the best in Europe, with a good restaurant.

Money.—The Hamburg money is peculiar; accounts are made up in marks and schillings courant: 1 mark =16 schilling. One schilling very nearly=one penny. The coinage is very inferior. There are pieces of 1, 2, 3, 4, and 8 schilling. Prussian thalers readily pass for 40 schillings, Danish dollars for 30 schillings. Certain issues of Danish and Prussian smaller coin also current.

Altona (Bahnhof's Hotel, also Restaurant and Café in the Railway station, Holsteinsches Haus, and Strucker's Hotel, both close by) originally a fishing village called Altenau, from a small river (Au) which here finds its way to the Elbe, separating it from the suburb St. Pauli, received privileges as a market-town and other advantages in the 17th centy. from the Danish kings, who hoped thus to draw a part of the rich trade of Hamburg to their territory. The Hamburgers evidently thought that the scheme was likely to succeed, for they nicknamed it "All-to-nah," that is, "Much too near," and this nickname is now the acknowledged name of the city, which has nearly 70,000 inhabitants, and is a free port. There is nothing in the place to call for special attention of the traveller, being of so modern origin and an entirely commercial place.

Money.—In Altona, as upon the whole in Holstein and Sleswig, Hamburg currency is much used; but the official legal tender is Prussian money. 1 thaler = 3s. sterling = 30 silbergroschen. Pieces of 1, 2½, 5, 10, 20 silbergroschen in circulation.

Excursions from Hamburg and Altona.—The neighbourhood of the two cities is pretty, particularly along the shores of the Elbe, and very nice drives may be made towards the E. to *Wandsbeck* with a royal palace and a park, or towards the W. to *Ottensen* and *Blankenese*, villages on the Elbe with handsome villas and gardens, particularly those of two of the merchant-kings, Mr. Jenish of Hamburg and Mr. Baur of Altona, which are open to the public. A pretty view across the river from the Sulberg, a hill with a restaurant at Blankenese.

There are three railway termini in Hamburg-Altona; the station of the Berlin railway, and that of the Lübeck railway in Hamburg, and that of the railway to Kiel, and the north generally, at Altona. There is a circuit railway connecting the latter with various points in Hamburg (Stations: Dammthor for the hotels, &c.—Klosterthor, for the railways to Berlin and Lübeck).

Travellers to Denmark may proceed by the Lübeck railway, and thence by steamer to Copenhagen (Rte.1), or by the Kiel railway either to Kiel or some other place on the peninsula.

There are two principal trains daily, and besides, at least in summer, an evening express at 9·45 p.m. for Kiel, meeting the Danish mail-steamer there. Time 2½ to 3 hrs.

Altona being a free port, luggage is examined at the station, unless it be booked to Copenhagen or any place in Denmark. Tickets to Copenhagen: 1st class railway and saloon, 10 thlr.; 2nd class railway and saloon, 7 thlr. 22 sgr.

The first station out of Altona is *Pinneberg*, a pretty village with woods and water, a favourite summer resort of the Altona burghers. At *Elmshorn* is the junction for *Glückstadt* on the Elbe, mentioned above, and *Itzehoe*, a very ancient but insignificant town, known principally as the assembly place of the nobility and other representatives of the duchy of Holstein, the so-called Estates of Holstein. Itzehoe is on the frontier of the Holstein

marschland, called Dithmarschen, which in the early middle ages formed an independent republic, and whose inhabitants of Frisian descent long and bravely defended their liberties against the kings of Denmark and the dukes of Holstein. After leaving *Elmshorn* the train on the main line to Kiel next stops at *Neumünster* with important cloth manufactures, which, however, have suffered severely by the separation of the duchy from Denmark. It is an important railway junction. One branch leads towards the E. to *Plöen* (prettily situated between two lakes) and the small sea-town of *Neustadt*, on the Baltic; to the W. the Neumunster-Rendsburg line forms the main road to Sleswig and Jutland (Rte. 3); while the original line is continued towards the N. through the valley of the Eider to *Kiel*. The line from Altona to Kiel traverses the poorest part of the duchy, which twenty years ago consisted mostly of moors and bogs. Now, however, large tracts are cultivated. Nearer to Kiel, the Eider valley presents pretty lakes with wooded slopes. The river Eider follows the direction of the railway, and approaches to within a couple of miles of the Baltic, when it suddenly turns to the W., and ultimately, after traversing the whole peninsula, falls into the North Sea.

Kiel Junct. Stat. (*Inns:* Railway Hotel close to the station, Hotel Copenhagen) is situated at the head of the Bay or Fjord of Kiel, celebrated as the best and safest anchorage and winter harbour on the whole southern coast of the Baltic. The depth of the water suffices for the largest men of war, and is continued until quite close to the shore. It is an ancient city, but has never been wealthy, or in possession of much commerce, Since the absorption of Holstein in the Prussian state, Kiel has been converted into a naval station, and when the works which are in progress are completed, it will be the Sevastopol of the Baltic. Of these, however, foreigners can see but little, as the public has no access. The town prospers by the large garrison and the considerable sums of money expended on fortifications, &c. It has now about 24,000 inhabitants inclusive of garrison. The situation is exceedingly pretty; a sail on the bay much to be recommended, and there are charming drives and walks commanding the lovely scenery of the bay in every direction, particularly to *Düsternbrook* (Hotel Bellevue, Restaurant, &c.) on the W. shore of the bay, and situated in a fine beechwood, with view over the sea. A little further N. is *Holtenau*, where the Eider Canal, which here forms the frontier between Holstein and Sleswig, and which connects the river Eider and thus the North Sea with the Baltic, opens into the bay. This canal was made by the Danish government in the 18th century, and is still of importance for the local traffic; but as the passage, owing to the tortuous course of the Eider, often is very tedious, and the depth sufficient only for moderate-sized ships, it has never supplied the want of a short cut through the peninsula to accommodate the great shipping traffic to and from the Baltic. A scheme is now on foot, under the auspices of the Prussian government for constructing a canal which should fulfil this condition between the mouth of the Elbe and the Baltic, but it will be very costly, and will at any rate consume several years in execution. From Holtenau there is a pretty walk along the canal to *Knoop*, a manor with park.

Kiel possesses a *University* with some good collections and a library, but frequented only by about 250 students. At the northern extremity is a *Ducal Palace*, now used for public offices, &c.

A short branch line connects Kiel

with the line from Neumunster to *Eutin*, &c. in the eastern part of Holstein, a pretty day's excursion; from Eutin diligence to Lübeck.

The Kiel railway station is at the S. extremity of the town, but the walk to the landing-place of the steamer scarcely takes a quarter of an hour, simply following the waterside. There is an omnibus and cabs in attendance to meet the train. Luggage registered to Copenhagen is transferred to the steamer by the railway company.

The steamers for Korsör start in the evening, earlier in winter than in summer. The boats are very good and comfortable for their size, and supper (1 dollar Dan.) can be had on board. The sleeping accommodation is mostly very good. Owing to the lateness of the hour of departure, much of the coast cannot be seen while the steamer glides through the tranquil waters of the bay; but on the return journey when the steamer enters the bay early in the morning, the rich character of the land can be appreciated. The entrance of the harbour is commanded on the W. by the strong fortress of *Friedrichsort*, and on the E. the formidable batteries of *Möltenort* and *Loboe*. Other fortifications stud the shores of the bay seawards. Soon the Baltic is reached, the course kept by the steamer is nearly due N., and the boat is soon out of sight of land. After a passage of 6 to 8 hrs. Korsör is reached, from whence the journey to Copenhagen is continued by train.

Twice a week there are direct steamers from Kiel to Copenhagen, in about 14 hrs. (fare 4 rd. 24 sk. Danish), a pleasant sail in fine weather.

ROUTE 3.

LONDON TO COPENHAGEN *viâ* HAMBURG — ALTONA, FLENSBORG, AND THE DANISH ISLANDS.

The completion of the railways in Sleswig and Northjutland as well as on the island of Fyen has opened another quick line of communication between Hamburg and Copenhagen, with a through train each way daily, namely by rail as far as *Fredericia* in Northjutland, thence by steamferry to Fyen, through this island by rail to *Nyborg*, thence by steamer to Korsör, in time to reach the evening express to Copenhagen. As, however, it is a fatiguing day's journey, and as the objects of interest to be noticed are many, we shall divide it into two sections—Hamburg to Flensborg, and Flensborg to Copenhagen.

For HAMBURG, see Rte. 2.

Starting from the railway station at Altona at 6·45 a.m., where direct tickets to Copenhagen can be obtained and luggage registered all the way, the traveller proceeds as far as *Neumunster*, as in Rte. 2. Here the train is divided, and whilst a part is despatched to Kiel, the main part continues the journey on the Neumünster-Rendsburg branch to

Rendsburg Stat. (*Inns:* Stadt Hamburg u. Lübeck, Tahl's Hotel), where the rly. crosses the Eider from Holstein into Sleswig. The river is here divided into several branches, and as this circumstance in olden times facilitated the fording of it, this place

became the usual place of entrance from the south to the Danish realm. A castle was built here early in the middle ages, and a town soon sprung up under its protection. Afterwards the whole place was converted into a fortress according to Vauban's principles, with ramparts and moats and protected to a great extent by inundations. During the Sleswig-Holstein rebellion, Rendsburg served as the principal seat of the insurgents, and after the suppression of the movement the fortifications were mostly thrown down; nor could they nowadays have been of the slightest use in war. The town has about 12,500 inhabitants, and a little trade favoured by its position on the Eider, of which a part above Rendsburg has been converted into a canal, with several locks, and connected with the Baltic by the Eider canal, which opens into the bay of Kiel at Holtenau. The last sluice towards the W. stands in Rendsburg itself.

The duchy of Sleswig, until lately a part of Denmark, has an extent of about 3300 Eng. sq. miles, with about 420,000 inhabitants.

The Cimbrian peninsula, of which the duchy forms part, consists, as we have stated in the general account of Denmark, of an elevated plain with a very gentle fall to the W., but ending abruptly on the eastern coast. The plain is upon the whole sandy, and has much standing water, presenting a most uninteresting aspect, while the eastern coast is fertile and well wooded. The railway through the duchy of Sleswig has for economical reasons been laid on the table-land, and the towns on the E. coast which are situated at the foot of the hills, mostly at the head of deep inlets from the sea, are connected with the trunk line by means of short branches. Although, therefore, almost every one of the towns along the E. coast is individually prettily situated, the railway journey through the duchy, without stopping anywhere, has nothing attractive.

Soon after leaving Rendsburg going to the N., we observe a range of hills to the rt., the so-called *Hüttener Berge*, which, though scarcely reaching a greater height than 400 ft., nevertheless look very imposing, because they are seen across a dead plain which seems wider than it really is. In ancient times they were covered by an extensive forest of which but little remains; but the landscape near and amongst these hills is very pretty, and may be visited on a drive from Sleswig.

The second station out of Rendsburg is *Klosterkrug*, whence a branch line takes the travellers to the town of *Sleswig*, whilst the mail train proceeds in a north-westerly direction by a cutting through the famous *Dannevirke*, and after a short delay at *Örsted* in the centre of the peninsula, which is the junction for *Husum* and *Tönning* on the west coast, reaches the so-called *Kreuz Station* or *Nordschleswigische Weiche* (that is North Sleswig Junction) near *Flensburg*, from which a short branch leads to this latter town. A new rly. branch is in construction connecting the town of Sleswig with the line between Örsted and Flensburg, and the through traffic will then probably go through the town of Sleswig itself.

We proceed to describe the towns of *Sleswig* and *Flensborg*, each of which deserves a visit, and affords an excellent centre for excursions.

Sleswig and Environs.

Sleswig (Ger. Schleswig; Ravens Hotel, Stadt Hamburg, Stehns Hotel) with 19,000 Inhab., is situated at the head of the Slie (Germ. Schlei), a remarkable, 25 English miles long, narrow and winding, inlet from the Baltic, which here widens into the proportion of a large lake. The position is beautiful, and the view

of the town and the fiord from the train is very striking. Though really situated on the sea, it is practically an inland town without trade or shipping, subsisting mainly as being the seat of several government authorities, courts of justice, &c.

In the town itself the most remarkable building is the *Cathedral*, built in the 15th century, when a fire had mostly destroyed the older building. On this spot the first church in Denmark was erected in 827. It was renewed several times, and of these earlier buildings fragments remain of which the oldest date from the 11th century. The building has many highly interesting architectural details, but the principal object of interest is the *Altarpiece of carved oak*, formerly in the monastery at Bordesholm in Holstein, in 1666 transferred to its present place. The artist was *Hans Brüggemann* from Husum, and it was finished in 1521. The principal subject is the Passion, and the figures are executed with so great ability that this altarpiece is justly regarded as the best specimen of wood-carving in the whole north of Europe, and one of the very best that exist anywhere. The church is full of monuments, amongst them a beautiful marble monument by an Italian sculptor, Caprara, over the sepulchre of *King Frederik I.* of Denmark and Norway (1533), his Queen and one of the Royal Princes. Besides the altar and this monument, the chancel contains an interesting metal font of 1480, a very fine episcopal baldachin, and 36 well-carved oak stalls in Gothic style. The burial chapel of the Dukes of Holstein-Gottorp, who resided in Sleswig, is also very handsome. The cloisters with pointed arches are unfortunately mostly bricked up.

The church of *St. Michael* was originally a round church built of granite and Rhenish Tufa stone, but has been so much altered in the course of time that but little is left of the original building, which dates from the time of the Crusades. To students of the history of architecture it is very interesting.

The *convent of St. John*, with its well preserved cloisters, and the church with a very remarkable *lady's chapel*, and highly interesting carving is very well worthy of a visit. The building presents a mixture of style, being originally built in Byzantic style with round arches, which partly have been altered into pointed ones. The earliest notice of this convent is from 1250, but it was doubtless much older. It *is* now an institution for unmarried ladies of the nobility.

In a lake to the west of the town stands the castle of *Gottorp*, the only one remaining of the 7 royal and ducal castles which have existed in Sleswig. The original building, built for an episcopal residence, existed already in the 12th century, but the present structure dates from the 16th century, and even later. It served as a residence for the Dukes of Holstein Gottorp, who possessed (1526-1720) a part of Sleswig as vassals of the King of Denmark, besides a part of Holstein, which they held in fief of the Emperors of Germany. In 1720 Frederik IV. of Denmark took possession of their territory in Sleswig, and in 1773, when the ducal family had ascended the throne of Russia, the Danish government acquired their possession in Holstein in exchange for the duchy of Oldenburg. The rooms of the castle, which are now used for public offices, are mostly vaulted. The chapel is very fine, and has a handsome altar of oak with ornaments of ebony and massive silver. Sleswig is principally interesting on account of its being so intimately connected with the Danish history, particularly of the middle ages. Its original name was *Hedeby* (not to be confounded with the ancient village

of *Haddeby* a few miles off across the Slie), but already in the 11th century it was also called Sliasvic; it is mentioned as early as the 9th century as a great emporium of trade belong to the Danes. It was the capital of the Danish King Götrick, who fought Charlemagne, and was long the most important town in Denmark. Here the first Christian church was built, and the first bishop established. The town was strongly fortified, and it served as head-quarters for the Danish army, which in those days was permanently placed at the *Danevirke*, which is close to the town, and one of the most remarkable historical monuments of the North. At the time when the Danevirke was first constructed the lower course of the Eider, as well as its tributaries the Treene and the Sorg, were surrounded by marshlands and watery meadows impassable for an army. There intervened between these tracts and the innermost part of the Slie only a space of a few miles, which consequently alone had to be defended against an enemy advancing from the South, and the kings and rulers of Denmark have therefore at a very early, even prehistoric time, attempted to fortify this position. The earliest work of which history speaks is the "Kurgrav," south of the Danevirke, but of which now only vestiges remain. This was constructed against the threatened invasion of Charlemagne. Queen Thyra raised a far more extensive work to the north of this, stretching from Bustorf, just outside Sleswig, to Hollingstedt, on the Treen river, a distance of 9 English miles, and flanked by several mighty fortifications, as the Oldenborg, and the now so-called Riesendamm, or Giant's Dyke. The whole nation worked at it for three years, and it consisted of a rampart 30 to 40 feet high, generally with deep moats, which was rendered less accessible by an enormous palisading of oak timber. Where the soil was too wet the rampart was laid on a groundwork of timber to prevent its slipping down. Behind this work King Harold Blaatand, with a united Danish and Norwegian army, braved for a long time the German Emperor Otho; but at length the enemy succeeded in settiug fire to the palisading, and thus got the upper hand. Of this fire the vestiges are still to be seen. Harold's son, King Svein, who, during his warfare in England, had to take special care to secure the frontier of his kingdom at home, restored the Danevirke and finished it with a splendid wall of hewn stones. Again about the year 1180, King Valdemar fortified the Danevirke by a wall 2 miles long, 6 feet thick, and 16-20 feet high of burnt brick, of which the lower part is still standing, though hidden by the earth which has fallen down over it. A century later the Danish rulers again fortified and improved the Danevirke, but after that time it was neglected, partly no doubt because of the general weakness of the realm, and partly because the vassals to whose care the duchy was entrusted neglected their duty. After the acquisition of Holstein by the Danish kings in 1460, there seemed moreover less reason for keeping it in repair, the frontier of the king's possessions being moved so much farther south. Innumerable battles have been fought at, and in front of the Danevirke in olden times. In the battle of Sleswig, fought on Easterday, 1848, in which the Prussians were victorious, the Danish army was placed near the Danevirke, but very little use was made of it. In 1850, the Danish army again occupied it, and in the years 1861-1864 it was regularly fortified afresh, and the Danish army took its stand here at the beginning of the last war. But the position was too extensive for the

number of the defenders. The low marsh lands which in ancient times were naturally impassable, had again been rendered so by artificial inundations, but the frost made a bridge over the water and laid the right flank of the position open to the enemy. The Slie, which ought to have covered the left wing of the Danish army, could for the same reason not be depended upon. Though generally too wide to be bridged under the fire of a defending force, it has two very narrow places, at *Missunde* and at *Arnis*. Both were fortified, and *Missunde* was attacked in vain as it had been in 1850; but the German army was so numerous in proportion that a passage no doubt could have been forced at Arnis, and the Danish General de Meza, therefore retreated (5 February) in time to save the army. The new works which had been constructed by the Danish engineer, were afterwards levelled by the Prussians; but the old dyke, which could not be levelled without very great, unnecessary, and unremunerative expense, stands still, as an uncontrovertible witness as to who the original possessors of the land were. Numerous barrows in the neighbourhood remind us of the warfare of ancient times, and several stones with Runic inscriptions raised in memory of valiant Danish warriors have been found here, of which two may be seen in the park of *Louisenlund*, a small drive from Sleswig, a manor house belonging to the Duke of Glücksburg, and where the present King of Denmark was born.

A drive to the Danevirke and back may easily be made in two or three hours, and should be extended to a place called *Kurborg*, where cuttings may be seen.

The town of *Eckernförde*, on the Baltic, S.E of Sleswig, is also within a drive. An action took place here in 1849 between some coast batteries erected by the Germans and two Danish men-of-war, who, being unprovided with steam, and being caught in the bay by a sudden change of wind, had to surrender.

A steamer goes twice daily down the Slie as far as *Cappel*, near its outlet in the Baltic, passing *Missunde* and *Arnis* mentioned above; the banks of the Slie are very picturesque. At Missunde King *Erik* Plovpenning of Denmark was murdered in 1250 at the secret instigation of his brother *Abel*, who was his vassal as Duke of Sleswig; the body was found by fishermen and buried in the cathedral at Sleswig, but was afterwards transferred to *Ringsted*, in Sealand. Two years later Abel was killed in warfare, and also buried in the cathedral, but the clergy complained that his ghost, which could find no quiet in the grave, interrupted the night services, and the body was therefore at the command of King Christoph I., taken away and thrown in a bog in the neighbourhood.

Another excursion may be made by carriage to *Idsted*, north of Sleswig on the high road to Flensborg, where a battle was fought the 25th of July, 1850; the army of the Holstein insurgents, occupied a strong position, supported by a line of lakes and woodland, from which they were driven by the Danish army, and this battle virtually ended the rebellion, though, thanks to the support of Germany, they still remained under arms for a few months, encamped near Rendsburg, from whence they made two unsuccessful attacks on the Danish position at *Missunde* and at *Fredriksstad*.

Flensborg and Environs.

Flensborg or *Flensburg* (Stadt Hamburg; Rasch Hotel; Bahnhofs Hotel) with 22,000 inhabitants, formerly a flourishing commercial place, now since the separation from Denmark in decline, is situated at the head of

the Flensborg fjord, and has an excellent harbour, with 7 to 15 fathoms' depth of water. But little remains of the old public buildings of the town excepting the two gateways. West of the town was a royal Castle *Duborg*, where the famous Queen *Margaret* of Denmark, Norway and Sweden, often resided; she died on board a vessel in the harbour in 1418. Now but a fragment of the walls is visible above ground. From *Bellevue*, a restaurant, there is a fine view over the town. The *Cemetery* also affords a fine view of the town and the neighbourhood. A splendid monument, erected here by public subscription over the bodies of a great number of Danish officers and soldiers who fell at Idsted, and consisting of a colossal lion, was mutilated in 1864, after the retreat of the Danish army, by a gang of roughs. It was removed to Berlin in 1864.

A considerable proportion of the inhabitants of Flensborg use the Danish language, and the purely Danish part of the duchy, in point of language, begins from Flensborg. To the south of this town the Danish language, which 50 or 60 years ago was prevalent as far as the Slie and the Danevirke, has been almost superseded by the Low German; but, as many speak both languages, it is difficult to draw the boundary between their territories.

Excursions may be made from Flensborg to *Glucksburg* in the fertile district of *Angeln*, between the bay of Flensborg and the Slie, which formerly erroneously was supposed to be the home of the Angles who settled in England in the 5th century. Originally a monastery, *Ry Kloster*, it has been inhabited by princely personages since the Reformation, and King Frederick VII. died here in 1863 in consequence of a cold which he contracted on an archæological excursion. The castle lies in a lake surrounded by pretty beechwoods.

Towards the south, about 6 miles from Flensborg on the high road to Sleswig, is a village near a small lake called *Oversöe*, where the Danish rearguard, both in 1848 and in 1864 sustained fierce conflicts with the advancing Germans, in order to cover the retreat of the main body of the army before their more numerous foes. In both cases the object was attained, though with great sacrifices.

Excursion to Als and Dybböl.—Another interesting excursion may be made from Flensborg to *Dybböl* (German Düppel) and *Sönderborg*, either by steamer to the last-named place (several times daily, a pleasant trip), or by road, a distance of about 13 miles. The road leads through the Northgate, along the coast, through a wood called "Kobbermölleskoven," in the neighbourhood of which the battle of Flensborg was fought in April 1848, where the insurgents were defeated by the Danish troops; then turning eastwards across open fields to *Graasteen* or *Gravensteen*,—an old-fashioned large manor-house belonging to the Duke of Augustenburg, surrounded by pretty woods, and famous for a peculiar and highly esteemed variety of apples, which from thence has spread over Denmark, but now is getting rare. From thence the road turns round a small but very deep bay "Nyböl Noer," and soon reaches the village of Dybböl. Nyböl Noer is connected with the bay of Flensborg by a very narrow inlet, across which the Prussians had a bridge in 1864. The Danish iron-clad "Rolf Krake" (built on the Clyde) was sent to destroy it, but could not get near enough owing to her draught of water. She sustained a very heavy fire from the Prussian artillery without receiving any damage. This was the first actual engagement of a turret-ship in European waters, and has been the subject of much controversy, as

the German artillerists erroneously maintained that their fire had driven the ironclad back.

Beyond the village of Dybböl the ground rises abruptly, forming the so-called "Dybbölbjerg," which was the scene of so fierce a struggle during the last war between Denmark and Germany. From the top of the hill there is a magnificent view over the surrounding country, which forms a peninsula called *Sundeved* (Sundewitt), and across the narrow *Als Sund* to the island of *Als* (German Alsen) and the little town of Sönderborg. Both in 1848 after the battle of Sleswig, and in 1864, the Danish army, being compelled to retreat before superior forces, took up a position on this hill, from which it could threaten the flank of the advancing enemy, and where supplies could easily be obtained from Als, to which the road by sea always was open. In the first war between Denmark and Germany, the hill was left without any fortifications. In 1848 two severe engagements, 28th May and 5th June, took place in the front of the hill, but this was never attacked; in 1849 the Danes after a smart encounter at *Ulderup* retired to Als, leaving the hill, save a *tête de pont*, in the hands of the enemies, who in vain attempted to force a passage over the bridges which lead to Sönderborg; but when a new war was foreseen in the years 1861-64, extensive works were erected on the crest of the hill, which though only having the character of field-works (with dry moats and without brickwork, &c.) resisted the attacks of the Prussians for two months. But the modern guns of the latter, which reached three times as far as the old-fashioned ordnance of the Danes, by degrees reduced the entrenchments to mere gravel heaps, and when the Prussians at last stormed the works on the 18th of April the Danish commander had already resolved to give up the position. The Danish army retreated to Als, which, as the map shows, is separated from Sundeved by a very narrow but deep arm of the sea. The same circumstances, however, which drove them from Dybböl, the immense superiority of the Prussian artillery, enabled the latter to force a passage across the Sound (29th June, 1864), for which they had made careful preparations under the shelter of a little wood on the Sundeved side, which the Danish generals had omitted to cut down in time. The consequence was that the Danes had to quit the island by sea. Instead of the ruined Danish entrenchments the Prussians have now erected very powerful works on the hill and around Sönderborg, converting them into a formidable fortress.

The island of *Als* occupies about 100 English square miles, and has about 23,000 inhabitants. The town of *Sönderborg* opposite Dybböl, with an old castle from the 13th century, was bombarded and destroyed by the Prussians during the siege of Dybböl. *Nordborg*, at the northern extremity, possessed also a royal castle till the 17th century, when it was destroyed by fire. In the centre of the island is *Augustenburg*, with a beautiful park, the ancestral seat of the branch of the house of Oldenburg which bears that name. It came into the possession of the Danish Government when the Duke was exiled on account of his participation in the insurrection in Holstein in 1848. Now it belongs to the King of Prussia. A short distance E. of Sönderborg is *Hörup Hav*, a very large and deep bay and natural harbour, by which the Danes in 1864 received their supplies for the garrison at Dybböl.

Excursion from Flensborg to the Frisian Islands.—Besides the excursions already mentioned, a visit to the *west coast of Sleswig* and the

Frisian Islands may be conveniently made from Flensborg. Both the country and the people there are interesting. The marshland on the west coast, and the row of islands which gird it, are remnants of that extensive marshy country which is supposed to have existed at the southern extremity of the North Sea, at the time when the English Channel did not exist, and when the North Sea was nothing but a large bay in which the Thames, the Scheldt, the Rhine, and the Elbe, poured their waters charged with fertile clay. The greater part of the marshy alluvial land must have disappeared when the channel was formed, but remaining portions still are seen along the coasts of England, Belgium, Holland, Germany, and Sleswig. For many centuries the inhabitants have been contesting the ground with the violence of the sea; mighty dykes stretch for hundreds of miles along these coasts, and from time to time new land is enclosed, but more is lost than gained on the continental side at least. The west coast of Sleswig shows this in a remarkable manner. According to King Valdemar's 'Jordebog' of 1231, there were more than 60 churches in the Frisian province of *Strand*, but after the great floods of 1300, 1362, and 1634, only 14 remain. In the flood of October 11, 1634, the sea broke through the dykes in 44 places; in Nordstrand alone 6000 men were drowned, and along the coast of Sleswig and Holstein 15,000 in all lost their life. The soil is exceedingly fertile, and much cattle is fattened here for the English market; in the enclosed "kougs," inside the dykes, large and well-to-do farmhouses indicate the prosperity of the people; but on the unenclosed parts the so-called "Halligs," either abutting on the dykes or forming separate islands, life is very difficult and entails many hardships. The houses are built on small mounds to prevent their being swept away by the water, which at high tides and in the winter for weeks together cover the pastures, the inhabitants and their cattle all the while living in their houses surrounded by the sea as close prisoners. The people are descendants of the ancient Frisian nation, and have in some parts preserved their language which is quite different both from German and Danish, though belonging to the same group of languages as these and English. Many peculiar customs, and as far as the women are concerned a very picturesque national costume, have also been preserved. Lately two sea-bathing places have been established, which are mostly visited by Germans, and which though certainly very primitive have their attractions, not only on account of cheapness but on account of the extreme simplicity and quietness.

From Flensborg the train may be taken to *Husum*, a small town on the west coast (Momm's Hotel, Holsteinisches Haus), from which small steamers almost daily proceed to the islands. If obliged to stop in Husum for a day, an excursion may be made by rail to *Tönning*, on the banks of the Eider, formerly a fortress, now only known as the departure place of steamers to London and Lowestoft with cattle fattened in the marshes, particularly in the adjoining district of *Eiderstedt*. An hour's drive from Tönning is *Friedrichstadt*, a small town higher up the river at the junction of the Treen river and the Eider. It was founded by Dutch colonists, who had been compelled to leave their home on account of religious persecution. It has been of considerable importance during the late Dano-German wars, because, as above explained, the right flank of the military position of the Dannevirke was protected by extensive inundations. These were brought about by preventing the outflow of

the waters of the Treen into the Eider through the sluices at Fridrichstadt. This little town thus became the key of the right wing of the Danish position. It was not fortified, but the dykes were in some fashion made to serve as ramparts, and the fenn-ditches as moats; a couple of small entrenchments were added, and supplied with a few cannon. The place was attacked by Holsteiners in the autumn of 1850, and entirely destroyed by a bombardment, but an attempt to take it by storm was defeated with very great loss.

The steamer from Husum to the Frisian islands winds its way by a very difficult and intricate course between numerous islands, of which *Pelworm* (very interesting old church and beautiful ruins of another) and *Nordstrand*, remains of the province of Strand or Nordstrand destroyed in 1634, are the largest, accomplishing the passage to *Wyck* on *Föhr* between the tides, as most of the ground it traverses is laid dry by the ebb. *Wyck* (Redlefsen, Hansen) is a proportionately well built little place, with a promenade, music in the evening, a little pier, and other appurtenances of a watering-place. The bathing is very good. The steamer continues the journey as far as *Norre*, a landing-place on the long and narrow island of *Sylt* (Danish Sild). Carriages are in waiting to take the travellers across the island to *Westerland* (Strand Hotel), a small village on the west coast, far more exposed than Wyck, but preferred by some for bathing. This island is very remarkable in several respects. It consists of a narrow strip of land 23 miles long, mostly only 1 mile wide, covered with sand-hills, to which on the middle of the east coast is joined a small constantly diminishing peninsula of marsh land, terminating to the east in a high cliff, Morsum cliff, rich in fossils. There are no trees, and the inhabitants use peat for fuel, which they extract from submarine peat-bogs laid dry at the ebb. Many of them obtain a living at the oyster fisheries, which have existed for centuries, and yield several thousand barrels annually. The fields are cultivated by the women, while the men go to sea; and in spite of all these disadvantages, the population, which is less than 3000, is very well off. Some years ago it was stated that in the Danish funds alone more than £100,000 were owned in this island. In the northern part the Danish language is spoken.

Both here and on the island of Föhr, a great quantity of wild duck are taken in so-called "Vogel Kojes," consisting of a large pond with canals diverging in different directions, about 200 ft. long, and covered with nets, into which the ducks are entrapped, partly by corn strewn on the water, partly by tame decoy-ducks. In such a "Koje" as many as 30,000 ducks are sometimes taken in a year.

From *Mundmarsch*, on the east coast, 1½ mile from Westerland, there is a daily steamer in ½ hr. to *Höyer* on the mainland. Travellers can return to Flensborg by omnibus or coach to *Tönder* (Tondern), which meets the boat, and thence by rail from *Tönder* via *Tinglef* junction, on the trunk line.

ROUTE 3 A.

FLENSBORG TO COPENHAGEN.

FROM Flensborg the journey to Copenhagen may be continued by two routes, either by steamer direct to Korsör, and thence by rail, or by rail through North Sleswig, Jutland, and Fyen, to Korsör.

Direct Steamers to Korsör about twice a week, start from Flensborg quite early, so as to reach Korsör in time for the evening train to Copenhagen. The panorama of Flensborg from the bay is very pretty, and the shores of the bay are well timbered. After passing some small islands and rounding a headland, we observe the castle of *Glücksburg* on the rt., but only a moment, through a cutting in the wood. Next appears, to the l. *Graasten*, and then straight ahead apparently closing the bay, the so-called *Broager land*, a hilly peninsula, ornamented by the twin spires of *Broager* church. The steamer takes a turn to the right, in order to round the promontory, and then emerges into the Baltic. To the left appears *Venning bond*, a bay frequently mentioned in the descriptions of the siege of Dybböl in 1864, and which formerly protected the left flank of the position at Dybböl hill, but now is valueless in this respect, because of the great range of the modern artillery. The new works at Dybböl are clearly seen from the sea, particularly if the steamer, as is generally the case, runs into the *Alssund*, in order to land passengers at *Sönderborg*. The water here is deep enough for the largest ships, and the current through the sound so rapid, that it never freezes over. After leaving Sönderborg, the steamer rounds the southern extremity of the island, giving it a wide berth on account of sandbanks. We observe the entrance of *Hörup Hav*, a deep bay penetrating behind Sönderborg, and which was of the greatest importance to the Danes during the siege of Dybböl, because it afforded an easy and safe place of embarkation and unloading of reinforcements, stores, &c.

The steamer then crosses the *Little Belt* between the islands of *Als* and *Ærö*, passes round the northern point of the latter island, and after a winding passage amongst smaller islands halts at

Svendborg, an insignificant but excessively prettily situated town on the southern extremity of *Fyen*. The neighbourhood abounds in pretty walks and views. The island opposite is called *Taasinge*, originally *Thorseng*, that is "Thor's meadow," and forms a very valuable domain belonging to the descendants of *Niels Juel*, one of the naval heroes of Denmark.

The castle was originally built for prince Valdemar, son of King Christian IV. In the middle of the island *Bregninge* church, from the tower of which a magnificent view of more than 25 miles in every direction over land and sea, and the numerous islands; 65 churches can be counted.

In Svendborg and on Taasinge, there is a prosperous shipbuilding trade, favoured by the deep water and safe anchorage in the "Svendborg sund."

After leaving Svendborg, the steamer passes through a wider arm of the sea between Fyen on the left hand, and *Langeland* on the right, a fertile and well timbered island, 30 miles long and from 2 to 4 miles broad, belonging mostly to Count Ahlefeldt. The little town of *Rudkjöbing* on this island, was the birthplace of H. C. Örsted, the discoverer of electro-magnetism. At length the great Belt is reached, and cross-

ing over in a straight line, Korsör is reached about 5 P.M.

The Railway from Flensborg to Fredericia is worked as a direct continuation on the rly. from the south to Flensborg. After leaving the *North Sleswig junction*, uniting the short local branch which serves Flensborg and the main line, we pass first *Tinglef* station, junction for *Tönder* (see above), and then reach *Rödekro* (German, Rothenkrug), junction for *Aabenraa* (German, Apenrade) a well to do town, prettily situated on a bay of the same name at the Little Belt, of whose inhabitants many are extensive shipowners and shipbuilders. Farther on we reach *Vojens*, junction for *Hadersley* on the eastern coast, with 7000 inhab. and a handsome church. From Vojens there is a mail-coach in 5 hours to *Ribe* ("Klubbens' Hotel"), a small but ancient Danish town near the west coast, with one of the most ancient cathedrals in the North of Europe, built in plain but very massive Norman style (Rte. 8, end). Ribe is just beyond the present Prussian frontier, and the railway going north from Vojens crosses into Denmark Proper at *Vamdrup*, about 1 P.M. Hand-bags and unregistered luggage is here examined by the Danish douane. The rly. which hitherto has mostly passed through desolate moors and heaths now approaches the sea, and the landscape improves. The first town after crossing the present Danish frontier is

Kolding (5500 Inhab.; Brödsgaard's Hotel), close to which are seen the massive ruins of *Koldinghuus*, built in the 13th centy., destroyed by fire in 1808. The huge square tower was built by Christian IV., and its corners were surmounted by colossal statues representing classical personages. One of them, Hannibal, holding a shield with the arms of Denmark, is still standing. It is the finest ruin in Denmark, and very picturesque at moonlight. From Kolding a charming excursion may be made to *Skamlingsbanke*, 7 miles distant (carriage, 3½ rixdollars); an eminence with a magnificent view. It is a place of historical interest, because it was here that the North Sleswigers for several years previously to 1848 held monster meetings, to protest against the so-called Sleswig-Holstein agitation, and the intended separation of Sleswig from Denmark. A fine granite obelisk 60 ft. high, with the names of their Danish leaders (amongst them Krüger who now represents North Sleswig in the German Parliament) commemorates the fact. It was thrown down by the Germans in 1864; but is now restored, the locality which formerly was just inside the Sleswig territory, and thus really was to have been ceded to the Prussians in 1864, having remained in the possession of Denmark by a regulation of the frontier.

Beyond Kolding the rly. passes through a rich undulated country with occasional glimpses of Kolding fjord and the Little Belt, which here is scarcely a mile wide, and of the opposite coast, and in a little more than half an hour the train reaches *Fredericia* (Victoria Hotel; Kronprins Frederik), where passengers for Copenhagen leave it in order to cross the Belt by the steamer. The distance from the pier is insignificant, and there is time for lunch at the station. Fredericia was founded by Fredrik III. in 1655, and intended to become a powerful fortress, securing the connexion between Jutland and Fyen; but the plan was never carried out, and although various advantages were offered to intending settlers, *e.g.* free exercise of religion—in those days a rare boon—the greater part of the area inside the ramparts remains unoccupied even now. The number of Inhab. is only 7700. In 1848 the Danes did not attempt to

defend the fortress, but during the armistice, 1848-9, it was thoroughly repaired; and when in 1849 the Danish army had to retreat before the far more numerous German forces, a garrison was left in Fredericia, which the army of the Holstein insurgents advancing in the rear of the allied Germans besieged for two months, during which the town was destroyed by a bombardment. On the 6th of July a Danish corps d'armée, which had been brought into the fortress by way of the sea, made a sortie, defeated the besieging army, and captured their camp and artillery and numerous prisoners. In memory of this victory a fine monument was erected inside one of the gates (on leaving the station the first street to the l. leads directly to it), consisting of a bronze statue representing a soldier, putting one foot on a howitzer, and waving a beech-branch as a sign of victory. The figure, which is known as *the Danish Land soldier* by *Bissen* (Thorvaldsen's best pupil, born in Sleswig), is placed on a granite pedestal; the total height is 20 ft. The monument stands in an open triangular place; from the apex of the triangle two streets issue, of which the broadest and longest (Danmarksgade) leads to the church and cemetery of the *Holy Trinity* (rt. hand in the street), where 500 fallen Danes rest under a barrow planted with beech-trees, and with a *basso-relievo* by *Bissen*, two soldiers burying a fallen comrade. Returning by Jyllands gade, which runs parallel to Danmarksgade on the other side of the church, the 4th turn to the left leads to the harbour. A bronze bust by Bissen, of General Bulow, the Danish Commander in the battle of Fredericia, stands in front of the new and handsome town-hall, a few minutes' walk from the station. As a fortress, Fredericia is now valueless.

The passage across the belt occupies only a quarter of an hour, but there is nearly half an hour's delay in *Strib*, on the coast of Fyen, before the departure of the train. The landing-place lies quite isolated, about a mile from the little town of *Middelfart*, where formerly the passage of the Belt was mostly undertaken, the ferry landing at *Snoghöi*, south of Fredericia. The town is very old, and is the seat of the oldest guild in Denmark, that of the dolphin hunters (*Marsvinejægere*). A great number of these animals, which during the winter arrive in great shoals, are killed annually. The neighbourhood is very pretty, and the park of the manor-house of *Hindsgavl*, situated on a peninsula, which is open to the public (as indeed are most of the large parks in Denmark) is reckoned one of the most beautiful points in Denmark.

The railway from *Strib* to *Odense* (1½ hr.) leads through a rich and undulating district. The island of Fyen is in fact one of the most fertile parts of Denmark.

Odense is one of the oldest towns of Denmark, the original name being Odinsve, that is a place sacred to Odin the principal deity of the heathen Scandinavians. It is a flourishing place, and the population (17,000) has nearly trebled in this century (Hotels: Larsens' Hotel, Postgaarden). Its principal subject of attraction is the *Church of St. Canute*, the national Saint of Denmark. He was a grand-nephew of Canute the Great, and ascended the throne in 1080. He collected a large fleet and army with which he intended to dispute with William of Normandy the conquest of England. But the emissaries of William having succeeded by bribery in creating insubordination in the army, it separated before the king's arrival. This gave rise to bad feeling between him and many of his subjects, on whom he inflicted severe punishments. An insurrection broke out, and he was killed in 1086 in Odense

in the church of St. Albanus, while kneeling before the altar. He was afterwards canonised and buried in the church of St. Canute (in Danish *Knud*), which he had begun to build, but which was finished after his death, and named after him. Besides him and his brother Benedict, who gallantly defended him and fell at his side, several other Danish kings and queens are buried here. In the family chapel of the family of Ahlefeldt is the fine monument of General Hans Ahlefeldt, who distinguished himself at the siege of Copenhagen in 1658. The ch. is a fine specimen of Gothic brick architecture.

In *Vor Frueskirke* (Our Lady's Church) is a very remarkable carved altarpiece by *Claus Berg*, 16 ft. high 10 ft. broad, with more than 300 figures. The famous artist, a native of Lübeck, made this altarpiece for the Greyfriars Church, at the expense of Queen Christina, towards the close of the 15th century. The latter very fine church having been demolished in 1806 most unnecessarily, the church of Our Lady bought this altar for the sum of 25*l*.!!

In the *palace*, which sometimes has served as a royal residence, is a good collection of northern antiquities.

On an open space called "Flakhave," near the cathedral, stands a bronze statue of King Fredrik VII. by Bissen, representing the king giving the Charter, of 1848, which is still the constitution of Denmark.

In the suburb of "Vesterbro" a small cottage may be seen (No. 1) which is the childish home of the poet H. C. Andersen, whose tales are so well known in England. The neighbourhood has several pretty walks along the river, to "Fruens Böge," a beech plantation, &c.

In the church at *Fraugde*, near the station of *Marslev*, the first out of Odense on the line to Nyborg, is the sepulchre of *Thomas Kingo*, son of a Scotch weaver, who settled in Denmark in the 17th century. He was a celebrated composer of church hymns, of which very many are still in use; he died as a bishop at Fraugde manor-house which belonged to him. *Birkende*, near the following station, was the birthplace of Hans Tausen, the principal of the Danish Reformers; but there are no memorials of him.

Nyborg is reached in about one hour from Odense (Postgaarden: Hotel Nyborg near the harbour). Formerly a fortress it is now without importance as such, and the ramparts serve for nothing but as a promenade. The neighbourhood is rich and pretty, and a walk to the ancient manor-house of *Holckenharn* (fine chapel with good carvings) and the surrounding woods is well worth the trouble.

The steamer for Korsör starts about ¼ hour after the arrival of the train from Odense, the station being quite close to the harbour, and arrives on the other side of the Great Belt after a pasage of 1½ hour, in good time for the corresponding up-train to Copenhagen. In the middle of the Belt the small island of *Sprogö* affords a very convenient stage for the ice-boats by means of which the passage is effected in winter. There is rarely solid ice in the Belt affording a fair passage for sledges. Generally the ice merely fringes the coasts; often the water between these borders of solid ice is full of huge masses of floating ice. The mails, and such passengers as are disposed to try it, are then brought over in large boats, which are drawn by the men across the ice where it is strong enough, and rowed or paddled through the open parts. The whole distance being 18 m., a stage on the road is often very acceptable, and frequently passengers and crew are obliged to spend one or more days on the island. This has only a circumference of one mile, and

COPENHAGEN
for Murray's Handbook
THE SOUND
Öster Fælled
Nørre Fælled
Christiansharn
Kallebodstrand
(Bay of the Baltic)
Amager
Sundermarken

contains only a lighthouse and a plainly furnished hostelry, which of course is never used except when there is ice in the Belt.

Korsör (Hotel Store Belt by the landing-place and station) forms the most important junction of the different lines of internal communication in Denmark, but has nothing to attract the attention of the traveller. Lately, the little bay, which is separated from the sea by a narrow peninsula on which the town is built, and which, on account of the narrowness of the inlet, looks like a lake, has become known in the archæological world as a locality for so called "coastfinds," accumulations of rudely manufactured stone-implements met with near the seashore, and no doubt traceable to the prehistoric inhabitants of the country.

The first town at which the train stops after leaving Korsör is *Slagelse*, which, however, offers nothing worthy of special attention. Soon after leaving the station of Slagelse the rly. enters one of the most attractive districts of Sealand, rich in extensive forests and beautiful though not very large lakes, in the centre of which *Sorö*, the next town on the line, is situated. The pretty lake appears on the left hand of the train, and soon a large white building is observed in the wood on the opposite bank, viz. Sorö Academy, a public school founded by the celebrated Danish author, Ludvig Holberg, in the last century. The town is scarcely visible from the train, and as it is conveniently visited from Copenhagen we shall postpone the description of it (see Index) as well as the notices of the following two towns *Ringsted* and *Roeskilde* (see Index), whose cathedral is very well seen from the line, and whose beautiful situation at the head of the fjord which thus penetrates into the very heart of Sealand, can also be appreciated.

The last 18 miles of the railway journey are uninteresting. The country, though fertile, and upon the whole well cultivated, is very bare. When the train approaches Copenhagen the castle and park of Fredriksberg appear to the right, and the journey's end is reached, after crossing the belt of lakes which surround the inner part of

COPENHAGEN, in Rte. 4.

ROUTE 4.

COPENHAGEN (Danish Kjöbenhavn).

Arrival. At the railway station, as well as on the steamboat pier, there are porters, easily recognisable as such, who take the charge of the luggage and put it on a cab. Travellers coming from abroad must themselves assist at the custom-house examination. On arriving at the rlwy. stat. the best plan is at once to hand the receipt for the luggage to one of the porters, and notice his number, he will then see to it. All these porters have a tariff for their services.

Cabs or *Droschkes* are paid according to a tariff, which is hung up inside the vehicle. The town is divided into districts; the fare within one of these is 28 skilling, for each additional district through which the journey goes 4 skilling more. From the station into the town 2 marks, each box 8 skillings, smaller objects free. Any dispute is settled at the nearest police-station. It is the number of the cab, not, as in London, the number of the driver

which the passenger has to take note of, for the sake of possible complaint. The fare by the hour is 4 marks, After midnight all fares are doubled.

Omnibuses and *Street-railways* traverse the town in different directions at cheap fares, and connect the old town inside the ramparts with the suburbs and the neighbourhood. The cars of the street-railways (sporvogne) are very good, and used by all classes without distinction.

Hotels.—Hotel Phœnix, in Bredgade; *Hotel Royal*, Strand, opposite the palace of Christiansborg; *Hotel d'Angleterre*, Kongens Nytorv, are the best and largest; *Kongen af Denmark*, in the new central quarter of Gammelholm; *Jernbanehotel* and *Hotel Bellevue*, near the station, are smaller. The Danes do not seem to make good servants or waiters, and those in the hotels are mostly foreigners. In Hotel Phœnix and H. Royal several are English, in Hotel d'Angleterre almost all are Germans.

Restaurants.— Schwalbe and Madame *Vincent*, Kongens Nytorv, *A. Vincent*, Holmen's Canal, and many minor ones.

Cafés are very numerous; the best are *Stephan à Porta*, opposite the Royal Theatre in Kongens Nytorv; *Gianelli and Co.*, corner of Kongens Nytorv and Östergade; *Cloetta*, in Amagertoro (first floor, good view of Christiansborg Palace, &c. &c.) *Richardt*, in Bredgade, near Kongen's Nytorv, is the best confectioner.

Sea-bathing establishments in the harbour and along the coast. The best at *Charlottenlund* and *Klampenborg*, easily to be reached by railway.

Roman baths in *Tordenskjoldsgade*, near Kongens Nytorv.

Telegraph Stations at the General Post-Office, the Exchange, railway-stations, and the Custom-House.

The best shops are in Östergade and Kjöbmagergade. We mention, as worthy of notice, the *porcelain* of the Royal manufactory near the round tower; the *biscuit* and *terra-cotta* ware mostly after Thorvaldsen; the *jewellery* from antique Scandinavian patterns. *Photographs* are very good.

Police Stations distinguishable by a green lantern outside.

British Embassy in Bredgade, opposite Hotel Phœnix. *English Church* service in Stormgade, on Sundays at 11 A.M. *Roman Catholic Chapel* in Bredgade. *Greek Catholic Chapel* in Reverentsgade near Kongens Nytorv. *Synagogue* in Crystalgade near the round tower.

Copenhagen has at present about 175,000 inhabitants, and is rapidly increasing in size and population. Although it dates at least from the 12th century, it has entirely a modern aspect, owing to the extensive fires to which it has been subjected; in 1728 1640 houses were destroyed; in 1795 950 houses were burned; and in 1807 305 houses were destroyed by the bombardment of the English. It owes its first prosperity to the famous *Bishop Absalon* who lived in the 13th century, and it became a royal residence in 1443. It has been a fortress, and towards the sea it is still defended by powerful batteries; but the fortifications on the land side are not equal to the requirements of modern times, and will be demolished in a near future; the ground will partly be built on, partly converted into a promenade. Copenhagen has played a considerable part in the history of Denmark, and has sustained several sieges, notably in 1658–59, when the King of Sweden, Carl Gustav, assaulted the town in vain. Until lately it was scarcely to be considered a very healthy place. The plague was a frequent guest, and, on one occasion, in 1711, 22500 died from a visitation of the plague; in 1853 the cholera carried off about 4700. But now everything that circumstances permitted to do in sanitary respects

has been done or is being done. The water supply is excellent and abundant, being derived from large artesian wells at some distance; but the low level of the ground renders the drainage question a very difficult one to deal with satisfactorily.

The city consists of two parts, Copenhagen proper on the island of Sealand, and *Christianshavn* on the small island of *Amager*, separated from the former island by a narrow arm of the sea forming the harbour, which is generally entered from the north, the southern entrance being difficult of approach. The harbour is safe, deep, and capacious, and the traffic by sea considerable.

The town has a friendly animated aspect, and although it is not rich in architectural beauty, it offers very great attractions by the excellent museums, as well as by the abundant provision for all kinds of amusement. The principal objects of interest which no traveller should omit seeing, because they are unique in their kind, are *Thorvaldsen's Museum*, *Frue Kirke* (our Lady Church) on account of Thorvaldsen's works, the *Museum for Northern Antiquities*, the *Ethnographic Museum*, and the *Historical Collection at Rosenborg Castle*; finally, the *Exchange*, the *Round Tower*, and the *Tivoli*.

We shall first enumerate the buildings, institutions, &c., of different kinds which at all deserve attention, and then proceed to notice those more fully which may require it.

Copenhagen has 4 Royal Palaces. *Rosenborg*** has long been disused as a residence (see p. 56). *Christiansborg** (see p. 48) has hardly ever been used as such since the fire of 1794. The present residence is *Amalienborg*, situated in the northern part of the city, and consisting of 4 smaller palaces, originally built by rich noblemen, but acquired by the king after the destruction of Christiansborg in 1794. In the middle of the open space enclosed by these palaces, is a *bronze statue of Fredrick V.* Of the 4 palaces the one by the colonnade is inhabited by the king; the one connected with it but nearer the Bredgade, where the guard is, is the Foreign Office, the next is inhabited by the Queen Dowager, and the one with the clock by the Crown Prince.

The palace of *Fredriksberg*, which with its park stands in about the same relation to Copenhagen as Kensington to London, is now used as a military academy. The *park** is very fine, and a favourite resort of Copenhageners. A street railway, which traverses the whole city, terminates at the gates of the park. Just inside is a statue of Frederick VI., (1839), who used to spend the summer here. He is represented in the act of giving audience.

The principal *church* is that of Our Lady or *Vor Frue Kirke* (see p. 61). *Trinity Church* offers nothing remarkable beyond its *Round Tower** (see p. 60). *Vor Frelsers** (Our Saviour's) has a beautiful font with sculptures in alabaster, and a very peculiar *spire*, with an external spiral staircase terminating under a ball, which accommodates a dozen persons. From the top there is an extensive view of the town and the neighbourhood (fee 1 rixdollar for a party not exceeding 12; Verger, opposite the church, No. 67.) The church of the Holy Ghost, *Helliggeist Kirke*, has an old, simple, but well-proportioned burial chapel, and *Holmens Kirke* contains the mausoleums of some of the foremost naval heroes of Denmark—Tordenskjold Niels Juul, &c. *St. Johannes*, in the northern suburb, is a pleasing specimen of modern gothic, in red brick. The so-called *Marble Church*, near Amalienborg, was commenced in 1746, but as the outlay was found far to exceed what had been expected the undertaking was abandoned, and it is now a ruin—a melancholy testimony of the thoughtless extra-

vagance of past times. The huge square tower near *Höibroplads* is that of *St. Nicolai*, all that now remains of a large church—the first in which the Reformation was preached. The cemeteries are all outside the town; we mention specially that of the navy in Österbro with the *monument* over the fallen in the battle of April 2, 1801.

The Roman Catholic Chapel in Bredgade, the Methodist Church, the Greek Catholic Chapel, the Reformed Church, do not offer anything of more general interest.

Copenhagen is rich in institutions connected with science and the learned professions. The *University*,* with 40 professors and 600 students, was founded in 1478. Its new building is not quite finished as to decorations, &c. (see p. 61). In connection with the university are the *University Library** (see p. 60), the Observatory, the *Zoological Museum*, the *Mineralogical Museum*, the *Botanical Garden* (open Monday and Thursdays, 8 till 2 and 4 till 7), which is to be shortly removed from its present site at *Gammelholm*; the *Surgical Academy*, with various collections, physiological and *Chemical Laboratories*, the latter situated in Ny Vestergade, and one of the largest and best in Europe; the *Polytechnic School* in St. Pederstræde, founded at the instigation of H. C. Örsted, the celebrated discoverer of electro-magnetism, and for a long time one of its directors.

Independent of the university are the *Great Royal Library** (see below), and the historical collections, viz.:—the *Chronological Collection at Rosenborg*** (p. 57), the *Museum of Northern Antiquities*** (p. 52), the *Ethnographic Museum*** (p. 51), the *Archæological Museum* (p. 55), the *Collections of Coins and of Arms* (p. 56). In this connection we may also mention the two large hospitals. Fredrik's *Hospital*, in Bredgade, connected with the School of Medicine, and the City or *Commune Hospital*, a new and very extensive building (850 beds), recently erected at a cost of £150,000, outside the ramparts, and well worthy of a visit from professional men. Finally, we notice the *Landbohöikole*, or Academy for Agriculture, Veterinary Art, and Culture of Forests, likewise outside the ramparts, a new and excellent institution in its kind.

The *Academy of Fine Arts* is established in the former royal palace of Charlottenborg on Kongens Nytorv. The art schools established here have exercised a very considerable influence on the productions of various trades in Denmark. The academy possesses a very good collection of casts, and there is an annual exhibition of pictures, sculptures, &c., in May and June (admission 1 mark). We notice in further detail the *Royal Picture Gallery* at Christianborg* (p. 49), the Royal *Collection of Engravings* (p. 56), and the *Museum of Thorvaldsen*** (p. 50). There is only one private collection of pictures in Copenhagen of any extent, viz., *Count Moltke's Collection*, which is exhibited in the palace of Baron Reedtz Thott (see p. 61).

The frequent fires to which Copenhagen has been subjected have left but few old buildings worthy of notice, on account of their architectural merits; besides some of those already mentioned we have only to point out the *Exchange*** (p. 56), and a fine old house, dated 1616, at Amagertorv, easily recognisable amongst its modern neighbours.

Amongst the *charities* of Copenhagen we may mention the *Vartou*, a large red brick building of the 17th century, near the western gate, and 4 different colonies of workmen's houses, somewhat like the Peabody buildings, calculated to afford convenient and salubrious dwellings for the working classes, and yet to return a fair dividend to the owners. They are marked on the map. The

Infant Nurseries and the charities of the different trades are very numerous.

The *Institution for the Blind* has a very handsome new building with praiseworthy internal arrangements, at Österbro, just north of the citadel.

A peculiar quarter is formed by the so-called *Nyboder* (new booths), long, low buildings, erected in the 17th century to accommodate the great number of workmen and sailors, which, in those days, were permanently retained for service in the royal dockyards. Lately the Nyboder have been considerably reduced in extent, and will probably disappear some day.

Copenhagen has several theatres. The first in rank is the *Royal* or *National Theatre* at Kongens Nytorv, which enjoys a considerable state subvention, and has exercised a very great influence on the intellectual culture of the Danish nation—the only nation of so small numbers that really possesses a national drama. Even those, whose knowledge of the language is insufficient for appreciation of the higher branches of drama, will be repaid by a visit to see the ballet, which is distinguished by a grace and elegance contrasting most favourably with the wild extravagance of this branch in other capitals. The present ugly building is destined to be removed, and a new theatre is to be built nearer Charlottenborg. The best places cost at the doors 1 dollar 32 sk., or 3 shillings. The *Folketheater*; *Casino*, and others, are only of the second rank; but the locale of the latter is very handsome, and is used for public balls, &c., in the winter.

The *Tivoli*, near the rlwy. stat., is a gigantic Cremorne, but visited by better company, as all classes of society here mix and meet together—a striking feature in Danish out-of-door life. The concert is very good, and the establishment is entirely without equal in its kind in any country. The *Alhambra*, in the same line, is smaller.

A walk round the *ramparts* is very much to be recommended; those of the citadel are, however, accessible only to holders of annual tickets. Another enjoyable promenade is along the lakes which encircle the inner city on the land side, the so-called *Kjærlighedssti*, in the town itself the *Garden of Rosenborg* offers at least shade on a hot day, whilst the *Park of Fredriksberg*, at the end of *Vesterbro*, abounds in shady walks and seats. But the best of the promenades, particularly in the evening, is the *Langelinie*, at the entrance of the harbour.

The centre of the town is formed by the large and handsome square, *Kongens Nytorv*, in the middle of which is the equestrian *statue of King Christian V.*, with allegorical figures, a work of small artistic merit, but forming, with its enclósure of green and flowers, a good centre. Here are the Hotel Angleterre, the restaurants of Vincent and Schwalbe, the coffee-houses of a Porta and Gianelli, the Royal Theatre, the Academy of Arts, and Count Moltke's gallery. From this square issue several leading thoroughfares. *Bredgade*, the handsomest street in Copenhagen, leads in a straight line to the esplanade of the citadel, past *St. Anne plads* (with the sitting *statue* of the poet *Öhlenschläger*, and the pier for smaller steamboats), the British Embassy, Hotel Phœnix, several palaces of the nobility, the *Amalienborg*, the ruins of the marble church, Surgical Academy, the Roman Catholic Chapel, and the Fredrik's Hospital; turning to the right at the end of Bredgade one reaches Langelinie and the custom-house pier. Parallel with Bredgade is *Store Kongensgade*, which is continued in *Österbro* and the *Strandvei*; forming a corner with Store Kongensgade is *Gothersgade*, which leads past *Rosenborg Garden* (entrance in

Kronprindsessegade) to *Nörrebro* or the *northern suburb*. *Östergade*, the narrow central street of Copenhagen, leads from Kongens Nytorv, by Hotel Angleterre to another square *Höibroplads*, which is only separated by a canal from the open place in front of Christiansborg palace, and from which *Kjöbmagergade*, which forms a corner with Östergade, leads past the General Post-office, to the Round Tower; the continuation of Östergade beyond Höibroplads is formed by *Amagertorv* (where the peasants from Amager may be seen in their costume) and *Vimmelskaftet*, which leads to *Gammel-torv* (the old marketplace). From this latter, *Frue Kirke* and the university is easily reached by turning to the right, whilst *Fredriksberggade* continues the line through the western entrance of the town to *Tivoli* and the railway station, past the so-called *Frihedstötte*—an obelisk with allegorical figures, Faith, Bravery, Patriotism, Industry, erected in 1797 in memory of the abolition of villeinage—and by way of *Vesterbro* and *Fredriksberg allee* to the park of Fredriksberg.

Finally, a large thoroughfare opens into Kongens Nytorv, behind the Royal Theatre, by the removal of which it will open directly in the square, which leads past the new building of the National Bank and Holmen's Kirke, to Christiansborg Palace and adjoining buildings, and turning to the left past the Exchange, by the bridge *Knippelsbro* to Christianshavn, with Vor Frelser's Kirke, and to Amager.

Before entering upon a detailed account of the various important buildings and museums, we may here make that general remark, that where the reverse is not expressly stated the admission to the museums is *entirely free*, although the guides sometimes pretend that they have had to pay for the admission of the travellers, and also that the gentlemen who are officially connected with the collections as directors, inspectors, &c., are generally present in the museums when they are open, in order to explain objects of interest to visitors, particularly foreigners, which of course is done *entirely gratuitously*.

The largest public building in Copenhagen is *Christiansborg Palace*, which is seen prominently above all others from the sea and from every eminence in the neighbourhood. It is situated on an island bounded by the harbour and by canals across which several bridges give approach to it. The earliest castle of which history bears record in this place was built in 1168, but this was several times destroyed and rebuilt. When Copenhagen became a Royal residence the castle was much improved and Christian I. and his son, King Hans, built a magnificent banqueting-hall, at the entrance of which were two effigies in basso-relievo of the latter and his queen. These are now placed in the entrance hall of the Royal Library, and are all that remains of that structure. A new, more extensive edifice was erected in 1725–27, but it was, at once, again demolished in order to make room for a splendid palace, built 1733–70, which was one of the handsomest in Europe. This was destroyed by fire in 1794, and it was only in 1828 that the present building, which is far from equalling its predecessor, was finished so far that it could be used. Nor is it perfectly finished yet inside, and it has never been used for a permanent residence, but almost alone for festivities on a larger scale. The façade is imposing and ornamented with 4 colossal bronze statues executed from designs of *Thorvaldsen*, one, Hercules, by the great sculptor himself, the other three, Minerva, Nemesis and Æsculapius by *Bissen*. It was the intention that the four figures should typify Strength, Wisdom, Justice, and Truth, but when Thorvaldsen, who

was in Italy, received the letter containing the order he read by mistake "Sundhed," that is Health, instead of "Sandhed," which means Truth, and thus Æsculapius came to figure here, with Hercules, Minerva, and Nemesis. In the frontispiece is a group which is likewise executed from a design of Thorwaldsen, representing Jupiter surrounded by other deities. The interior can be seen daily (fee, 3 dollars for a party) by application to the steward or "Slotsforvalter" (Töihusgade 17, near the Royal Library, see map). The *Riddersal or Banqueting-hall is very large, 120 ft. by 50 ft., and 44 ft. high to the ceiling, decorated in white and gold, with a frieze by Bissen: the triumphal procession of Ceres and Bacchus. In the ante-room of the hall is Thorvaldsen's famous frieze *Alexander's entry into Babylon.* Several of the rooms contain pictures by Danish masters such as *Lund* and *Eckersberg*, and on the queen's staircase there is a fine group by Jerichau, *Hercules* and *Hebe*, as well as a number of statues representing mythological characters by Bissen.

The palace contains, amongst other apartments for public use, the halls of the Chambers of Parliament or *Things.* In the upper story the *Royal Picture Gallery* is preserved until a suitable building can be erected. It is open, free of charge, from May 1 to Oct. 31, on Sundays (11–2), on Tuesdays (3–7), in Sept 2–6; in Oct. 1–5; and Fridays (11–3), entrance through the middle gate, staircase to the left. The gallery consists of two parts, the general collection, and the collection of modern Danish paintings. The general collection is amongst the more important ones as far as Dutch painters are concerned, but it is comparatively poor in Italian works. In the 16th and 17th centuries there was a very close connexion between Denmark and Holland, and numerous Dutch painters found employment in Denmark; many of the best specimens of the Dutch school were bought in Frederik V.'s time at the sale of Cardinal Valenti's collection. The first three rooms (A, B, and C) which look into the court-yard, contain mostly large paintings amongst which the best are a *Salvator Rosa:* Jonah preaching to the Ninevites, and *Rubens* the judgment of Salomo. *Carl v. Mandern*, by whom there are several pictures, was born in Denmark of Dutch parents. Rooms II. to VIII., from which one overlooks the whole town, contain Dutch, Flemish, and a few old German pictures. We notice as the most interesting: room II., *Rembrandt*, Christ at Emmaus, *A. v. Everdingen*, a landscape; in room III., two specimens of *Ruisdael*, three by *Backhuysen*, a sunrise by *Both;* room IV., a very fine flower-piece by *J. v. Huysum* in excellent preservation; room V., Seapiece by *Dubbels*, Backhuysen's master, two specimens by *Everdingen;* room VI., three portraits by *Fr. Mieris, Sen.*, three heads by *Rubens*, particularly one representing the abbot Matth. Irselius, a very good *Gerard Dow*, the quack doctor; an interior by *Slingelandt*; room VII., two heads by *Rembrandt*; room IX., several specimens of *Ruysdaël, L. Cranach, Hans Memling.* Rooms IX. and X. contain Italian and a few French pictures, of which a St. Catharine by *B. Luini* is the best. The numbers are frequently changed, but in each room there is a plan of the pictures, with the masters' names, &c.

In the first of the rooms devoted to Danish masters we note *C. A. Sörensen,** Entrance into the Sound; *Sonne*, Battle of the 5th of June, 1848; *C. Bloch*, The Daughter of Jairus; *Exner*, The Sick Child; *Rump*, Landscape in North Sealand; *A. Melby,** Eddystone Lighthouse. In the second rooom *Gertner*, a Portrait; *Const. Hansen*, Scene at Naples on the Molo; *Heinrich Hansen,** Salle des Francs, in the Hotel

de Ville, at Brüges. In the third room: ** two pictures by *Exner*, representing scenes from Amager. In the fourth room: *Heinrich Hansen*, a hall at Rosenborg; *Sonne*,* the Battle of Idsted, between the Danes and the Holstein Insurgents, 25th July, 1850; *Marstrand*,* scene from L. Holberg's play "Erasmus Montanus," representing the hero, a learned Bachelor of Arts, disputing with the clerk of his native village; *Dahl* (Norwegian by birth), 3 landscapes; *Jens Juel**, portrait of the artist and his wife, and other portraits. In the sixth room, *Skovgaard*,* Landscape; *Marstrand*, another scene from Holberg, &c. As the collection is being constantly increased a catalogue is useful. Facing the palace we observe to the right, in immediate connection with it, *Slotskirken* or the Chapel Royal, built in the same style as the castle, and tastefully arranged in the interior but without any special attractions.

Close behind the church is **Thorvaldsen's Museum*, erected by the city of Copenhagen, 1839–1848 to contain a collection of his works, the considerable collections of pictures, books, cameos, &c., which he had formed and bequeathed to the city, and finally to receive the mortal remains of the great sculptor himself. This last circumstance, that the building is not only a museum but a mausoleum, is to be borne in mind in judging of the style and decoration of the building for which the motives were borrowed from Etruscan and classical sepulchral architecture. The frescoes outside represent the triumphant reception of Thorvaldsen on his return to his native country, Sept. 17, 1838, and the removal of the sculptures to this place, but they have suffered much from the climate. The building forms a quadrangle, and has two stories. The lower contains only sculptures, the upper story pictures and other collections, as well as some sculptures not elsewhere accommodated. In each story there is a corridor looking into the courtyard, and a series of small rooms, lit by high windows from the outside. Below each of these chambers contains generally one principal figure with a number of bassi relievi, &c. An excellent catalogue in French can be had for 1 mark, and is quite necessary. To mention all that is worthy of attention would simply be to transcribe the catalogue; we shall only particularize a few subjects. On entering the corridor in the ground-floor we observe to the left the model of the well-known *Lion of Luzern*; to the right busts of Walter Scott and Lord Byron. Turning to the left, we enter the *Great Hall*, where several colossal monuments have found place, particularly those of 123, *Poniatowski*; 135, *Schiller*; 172, *Pius VII.* in the Church of St. Peter; 113, *Copernicus*; 114, *Gutenberg*; finally the famous frieze, the *Entry of Alexander into Babylon*, executed for the Quirinal in Rome. Returning to the corridor we observe, in that part which runs along the long side of the building, the figures composing the group of *St. John preaching in the wilderness*, which can here be studied far better than in their place in the frontispiece of Frue Kirke (Our Lady's Church). The cabinets behind this corridor contain the statues of *Ganymede*, *Amor* and *Psyche*, the *Graces*, *Venus*, *Jason*, *Hebe*, *Mars* and *Cupid*, *Hope*, *Vulcan*, *Mercury* on the point of killing Argus. The statue of *Jason* has a special interest to Englishmen, because it was an order given by one of our countrymen for the execution of this statue, then standing in clay in his studio, which enabled Thorvaldsen to remain in Rome at a time when his means were exhausted. It was the first of his works that created general attention, and from that time his success

dates. A number of well-known bassi-relievi, which are met with everywhere, as *Night* and *Day*, the *Four Ages*, &c., are seen here in excellent copies. At the opposite end of the quadrangle from that, which contains the colossal monument, is the *Hall of Christ*, in which the figures of our Lord and the Twelve Apostles executed for Our Lady's Church in Copenhagen, are placed together, producing a wonderful effect, by the solemn beauty and deep expression of the individual statues. It is interesting to observe how strong this impression is, even on the multitude of common people, soldiers and labourers, who throng the museum on Sunday afternoon. Beyond the Hall of Christ we enter another series of cabinets, containing as principal subjects, *the Ganymede, with the eagle of Jupiter, the triumphant Cupid, Adonis, the Graces with Cupid's arrow, the Shepherd, Thorvaldsen reclining on Hope*, and numerous portrait statues. On the staircase stands the model for the *Hercules* in front of Christiansborg Palace. In the upper story we notice a number of good pictures. In the first room a Roman girl by *Williams*, and a very fine landscape in Norway, with a waterfall by *Dahl*; in the second, two pictures from Roman life, by *Meier*: in the third room, flowers and fruits, by *Jensen*, a celebrated Danish painter in that line: in the fourth, a sea-piece, by *Mellye*: in the fifth, a *Sarsoferrato*, a Burial of our Lord, by *Cornelius*; Danish landscapes, by *Libert* and *Buntzen*; also a picture by *Blunck*, representing Thorvaldsen, and other artists in a Roman Osteria. In the fifth there are landscapes by the Danish painters Kierschou and Boisen. In the seventh, a portrait of Thorvaldsen, by *Horace Vernet*. In the following we notice particularly a picture by *Marstrand*—the best of the Danish painters of the present day—representing popular rejoicings at Rome. The corresponding series of cabinets on the other side of the courtyard contain Thorvaldsen's books and other collections of vases, cameos, coins, &c., and finally, in the last room, his furniture, some pictures he used to have in his own room, and two works which occupied him on the last days of his life, viz., a bust of Luther, and a sketch for a basso-relievo.

Before leaving the building we step into the courtyard, decorated in Pompeian style, in the middle of which the artist lies buried under a bed of roses and evergreen. The cellar contains Thorvaldsen's earliest works, a collection of casts, &c., but is not accessible to the general public. Thorvaldsen's Museum is the most popular public collection in Copenhagen, and it has done far more for the education of the people than any other.

If after leaving the museum we turn to the right and walk sufficiently far in front of the building, a fine group, *Victory pulling up her Quadriga*, executed in bronze, after a sketch of Thorvaldsen's (three of the horses by Bissen), appears just over the middle of the façade.

Proceeding further in the same direction, across the bridge and turning to left, we reach in a couple of minutes the *Prindsens Palais*, formerly inhabited by members of the Royal Family, but now entirely given up to public collections and societies. The Ethnographic Museum, the Museum of Northern Antiquities, the collection of classic antiquities, the royal collection of engravings, the Royal Society of Sciences, &c., are located here.

The *Ethnographic Museum* (open from 1st May to 30th Sept., on Saturdays, from 12 to 2, and on Wednesdays 5 to 7; in Sept. from 3 to 5; from 1st Oct. to 30th April, on Sundays, 12 to 2) is still the largest and best arranged in its kind. Its object is to illustrate the civilization of the various nations outside the

Scandinavian countries anterior to the classic period, and the development founded on this, by comparison with savage tribes still existing, whose mode of life, &c., has not yet assumed the characteristics of modern European culture. The collection has been re-arranged by Mr. *Worsaae*, and occupies 3 stories. In the ground-floor the 5 first rooms contain the first division, that of *Prehistoric Antiquities*, representing the stone, bronze, and early iron ages in every part of the world. *Room* 1, Europe; *Room* 2, Asia, Africa, South America and Caraibyan Islands; *Room* 3, Central America and Mexico; *Room* 4, North America; *Room* 5, Greenland. The remainder of the collection illustrates the civilization of modern extra-European nations. *Room* 6–9, the Esquimaux of Greenland; *Room* 10, the Esquimaux of North America; *Room* 11, the Esquimaux of Northern Asia, and the North American Indians; *Room* 12, North American Indians; *Room* 13, Indians of Northern, Central, and Southern America; *Room* 14, South American Indians. On the staircase are objects referring to the last-named tribes and to the negroes in South America. On the first-floor the rooms marked 16 and 17 refer to the native African negroes; *Room* 18, Hottentots, Bushmen, Kaffirs, &c.; *Rooms* 19–24, the Malays and other natives of the Indian Archipelagoes; *Rooms* 25–27, the Papuas, and other natives of the Australian Archipelago, and those of Siberia. *Room* 28 and the staircase, Japanese. The second-floor is devoted to the Chinese, the natives of East India, Persia, Arabia, and the Turks.

The collection of ***Northern Antiquities* was founded in 1807, but brought to its present perfection mainly by its late director Mr. *C. Thomsen*, who occupied this post for 50 years (1815–1865) and whose zeal and kindness in explaining everything to foreigners will be remembered by many English travellers. This collection was the first in the arrangement of which his celebrated theory of the succession of three stages of civilization, characterised by the use respectively of stone, bronze, and iron, was carried out; and the fact that so large a collection could be arranged satisfactorily in conformity with that view, has had a very large share in its early triumph amongst scientific archæologists. Thanks to the great interest awakened in the Danish nation at large for the antiquities of the country—an interest which the existence of the museum itself greatly contributes to increase; and thanks, also, to the liberality of the Danish Government, which allows the finder of any antiquarian objects of precious metals the full value if they are offered to the Museum; this is constantly increased, and is by far the largest and most complete in Europe. It is unrivalled in its gold ornaments.

The entrance is across the courtyard of the *Prindsens Palais*. Admission (*free*) every Thursday, 12 to 2 all the year round; from 1st of May to 30th August, besides on Mondays from 5 to 7; in Sept. on Mondays 3 to 5. At the door sticks and umbrellas must be left, and an excellent catalogue in Danish (price 1 mark) or in French with illustrations (price 3 marks) by Professor Engelhardt, may be had. The entrance-hall contains a bust of the late Mr. *C. Thomsen*, and a number of memorial stones with Runic inscriptions in the oldest Danish dialect, closely resembling the modern Icelandic. The *ground-floor* contains objects illustrating the period of *Paganism* in Denmark. In the first room are sections and isolated objects from the celebrated *kitchen middings* (dust-heaps), which consist of oyster-shells and other refuse from the meals of the ancient inhabitants of the country, who were in the habit of repairing to the

coasts, at certain times of the year, for the purpose of fishing, and whose rude pottery and implements of stone and bone abound in the heaps. Oysters seem to have been very abundant in those days, when the Danish islands were still more numerous than now, many smaller ones having now coalesced with others, and the neighbourhood of the oyster-banks was evidently the favourite place of resort in the season. In more than 50 places on the coast such accumulations have been discovered in Denmark (see p. 69, 70, &c.), where their true nature was also first recognised. They have now been found in other countries as well. The *first room* also contains specimens from the so-called *coast-finds*, vast accumulations of such rude stone implements as were used by the earliest savage tribes, and spread along the shores of the sea, of inland lakes, and of rivers. The *second room* contains specimens from the several manufactories, of stone implements which have been discovered, showing the mode of manufacture; finally grindstones for the finishing of the beautifully ground implements characteristic of the later division of the stone-age. The *third room* contains suites of beautifully-worked tools and weapons, from the highest development of the stone-age, as well as entire collections of objects found together in dolmens and other burial-places of that time; finally a great quantity of *amber* ornaments. The *fourth and fifth rooms* illustrate the *bronze-age* (to 250 A.C.). There are considerable suites of different classes of tools and arms, and in one case a number of "lure," or war trumpets; on the floor in the middle of the fourth room stand several large oak coffins made of whole trunks hollowed and cut so as to form a sort of trough with lid, in which the bodies, in some instances, were laid with all their garments on, though generally they were burned, and the ashes placed in urns. In these coffins the garments—the oldest known—were in many cases preserved, and they are shown in the museum. Numerous objects of gold from this period are here exhibited:—as for instance the 11 vessels exhibited in the case 94, which were found in a clay urn, buried in a peat-bog, where the finder, a poor cottager, had got permission from a richer neighbour and owner of the moor to cut a little peat for fuel. The case No. 90 contains proofs that the bronze objects were of native manufacture, viz., moulds, ingots, bars, and lumps of raw metal. The *sixth and seventh rooms* illustrate *the early iron-age* (250–450 A.C.), characterised by a strong Roman influence. History does not inform us of any advances by the Romans so far north as Denmark, but numerous Roman antiquities, and coin from the first two centuries, found in that country scattered in various places, deposited with the remains of the dead, or immersed in sacred waters, together with objects of unmistakeably native manufacture, prove that the inhabitants, at any rate through others, had lively intercourse with Rome. Two of these ancient sacred lakes were discovered in Sleswig, viz., *Nydam*, which was an inlet from the sea, and *Thorsbjerg* near the Slie, and the treasures after being excavated by Professor Engelhardt, at the expense of the Danish Government, were formed into a separate collection at Flensborg, excepting the objects shown here in the cases No. 106–108, which formed part of the collection of King Fredrik VII., now united with the Copenhagen Museum. The collection at Flensborg was given up to the Germans by a special clause in the treaty of peace of Vienna, which terminated the war of 1864. Facsimiles of some of the most remarkable ornaments of this collection are seen in the cases men-

tioned. The case 105 contains facsimilies of two remarkable *golden horns*, found one in 1639 and the other in 1734 in the same place, but which were stolen at the beginning of this century from a public collection in which they were located, and melted down before they were missed. Fortunately they had occupied the attention of the learned to such an extent that numerous drawings and descriptions somewhat compensate for the loss of the originals. The cases 111–122 contain specimens from an immense store of objects from this period, discovered in a peat-bog, formerly a sacred lake called *Vimose*, near Odense. Amongst the objects may be mentioned a beautiful head of a griffin in bronze, of Roman workmanship (111); a great quantity of tools, amongst them a plane, with Runic inscription in 70 characters (120); draft-board and men, balances, &c., (121). Case 123 contains the objects found at *Kragehul*, in Fyen, another antiquarian peat-bog; this deposit belongs to a somewhat later date than Vimose, and many of the objects exhibit a very remarkable kind of ornamentation representing serpents twisted together. The *eighth room* mainly illustrates the so-called *middle iron-age* (case 130–132) embracing the period from about 450 to 700 A.C., and the *late iron-age* reaching from 700–1030. The deposits (sepulchral and others) of the middle iron-age are characterised by a peculiar grotesque style of ornamentation, and the coin found in them is mostly of Byzantic origin, 425–525 A.C. To this age belong, also, the so-called *bracteates*. Byzantic gold coins, or imitations of such, with Runic inscriptions, adapted so as to be worn suspended as ornaments by means of small loops or holes. The figures represented on the bracteates of native make are very irregularly drawn, and on account of their distorted outlines often very difficult to interpret. Mr. Worsaae supposes that some some refer to the heroes of the ancient sagas. *The late iron-age* was doubtless characterised by great splendour. It was the time of the Vikings. Everything is large and handsome. We see here large and heavy swords and battleaxes, often ornamented with inlaid silver (138 A); large silver buckles of peculiar form and perforated work (134, 144): splendid horsetrappings (140 B and 141). The cases 141 and 142 contain each the entire contents of a large barrow; in the latter case the body was deposited in an oak coffin enveloped in splendid embroidered garments of wool and silk with gold threads. The case 143 contains the objects found in the sepulchres of King Gorm and his Queen Thyra, the first constructor of the Danevirke, who were buried at Jellinge in Jutland, not far from Veile, where two enormous barrows, almost overtopping the little village church, and two runic stones were erected in their memory. The sepulchre had been opened by robbers before the excavation in 1861, when only the objects here shown were to be found. Near the door a number of objects are placed, which have been found in the ancient rampart of the Danevirke, viz., a wheel, spades, &c. It is to this period that the Runic stones belong, which are placed in the ante-room.

On the staircase leading to the first floor several large pieces belonging to the early part of *the Middle Ages* have found place, particularly stone monuments from the early times of Christianity, in Denmark, partly with Runic inscriptions; also some fine wood carvings from Iceland. On the first floor the collection is continued illustrating the Middle Ages. The *eleventh Room* contains objects from 1030 to 1300, that is the period which in architecture is characterised by the use of round arches. Most of the objects are for religious use. Several are connected

with celebrated men of the period. The case 152 contains a reliquary in the shape of an arm below the elbow, which belonged to St. Olaf of Norway, who established Christianity there, and fell 1030 in the battle of Stiklestad, and who is represented in painting on the antemensal, from the cathedral of Trondhjem of the 13th century, No. 156. The reliquary was made, as the inscription shows, for Princess Helen of Denmark, grand-niece of Kanut the Great. 155 is a magnificent altar-frontal of gilt copper, from a church in Jutland now demolished, covered with Scripture subjects, repoussé work. Ornaments of a similar kind in 159 from another very old church. Besides these, seven such altars are known to exist in the old Danish provinces. Case 158 contains relics of the patron Saint of Denmark, St. Canut (see p. 41), which were found in a reliquary immured in the church of St. Canute at Odense. The cross A in this case is the famous *Dagmar Cross*, that belonged to the popular queen of King Valdemar I., and was discovered in her sepulchre in the church at Ringsted. An exact copy of it, with small particles of the relics contained in the original, was amongst the presents given to the Princess of Wales on her marriage by King Frederick VII.

The 12*th* to the 15*th Rooms* illustrate the later part of the middle ages, when the pointed arch predominated. In the 12th room we mention the large cross in 169 A, which was contained in the hollow head of a wooden figure of our Lord which stood in the Cathedral of Roeskilde, and was sold amongst rubbish in 1806. A coppersmith who bought it for firewood found the cross. This caused a Royal decree, appointing a committee for the preservation of national antiquities, and thus indirectly led to the foundation of this collection in 1807. In the 13*th Room*, case 173 C, is one of the earliest specimens of printing, viz., a printed Letter of Indulgence, date 1454. The large sculptured group representing St. George and the Dragon dates from about 1510. In the 15*th Room* the cases 189–190 contain ancient sticks and rings, with Runic and other characters, serving the purpose of calendars. Case 194, a suit of armour with gold ornaments supposed to have belonged to Valdemar II. On the floor a curious old breech-loading cannon fixed to a piece of oak timber, one of the oldest pieces of ordnance known. It was found in the wreck of a man-of-war, near the island of Anholt, and is supposed to date from the latter half of the 14th century. The last four rooms illustrate *the period of the renaissance*, from 1536–1660. Amongst the numerous objects special attention may be drawn to a shield, attributed by some to Benvenuto Cellini, in the 16th room; two beautiful silver altars (17th room) from the 17th century, made in Augsburg, for Christian IV., for the oratories in the Royal castles of Husum and Fredriksborg, in the window a fine ivory carving by an artist of Augsburg (1683) representing the Taking down from the Cross; tapestry of national manufacture; the watch of the great astronomer *Tycho Brahe* (18*th* room A).

The staircase, where architectural fragments of different kinds have found place, leads to the library and archives of the museum, which are open to students on Tuesdays, Thursdays, and Saturdays from 12 to 2.

The same building, *Prindsen's Palais*, contains the collection of *Classic and Oriental Antiquities*, which however does not offer much of special interest to those who are acquainted with the large collections in London, Paris, Italy, &c., beyond two original heads from Parthenon, 3 large bassi-relievi from Nineveh, a small painting from Pompeii, &c.

Admission (free) Tuesdays 12 till 2. The *Royal Collection of Engravings* and original drawings is also preserved here. Admission (free) Tuesdays and Fridays 11 till 2. Amongst the principal treasures of this very large collection are a great number of engravings and woodcuts by *Albrecht Dürer*, a present from the artist to Christian II., as is shown by a note in his journal; also a splendid collection of the works of *Marc Antonio Raimondi* the friend of Raphael; many thousands of drawings by Danish painters.

Finally the *Royal Collection of Coins and Medals*, formerly at the castle of Rosenborg, has lately been located in *Prindsen's Palais*, and is not only open to students at certain tain hours but on Mondays 12 till 2 to the general public. It is a very large collection, less rich in rare and costly pieces than those in the great capitals of Europe, but superior to any in universality; it is the most complete of all in mediæval coins. Here is the oldest known mediæval coin with the date of coinage, it is struck by Bishop Uffo in 1247. The medals are very numerous; of Danish gold medals not less than 400 are shown.

Close to Christiansborg Palace, on the same island, is the *Arsenal*, which possesses a large and very interesting *Collection of Arms* of every description, amongst which are some of the oldest known specimens of fire-arms. Amongst the cannon we mention one 23½ feet long, from 1559; two 11-inch mortars, from 1692, &c. The collection is open to the public *free*, on Wednesdays from May 1st to October 31st 1 to 3 p.m.

Adjoining the Arsenal is the *Royal Library*, containing about 550,000 volumes and 25,000 manuscripts. It is open from 11 to 1, and the original hall of the library 250 feet long, with a gallery, supported by 66 columns decorated in white and gold, is very fine. In course of time 8 other large halls have been appropriated to the use of the library. The collection of early printed books and block books is very large and valuable: the old Scandinavian and the Oriental MSS. are specially valuable, and there are many volumes which have belonged to historic personages. In the entrance-hall are two large figures sculptured in stone, executed in 1503, representing King Hans of Denmark, Norway, and Sweden, and his Queen Christina, which formerly stood at one of the entrances of the palace.

As the last, though not the least, amongst the objects of interest clustering round Christianborg, we have to mention the *Exchange*, a red brick building in Dutch renaissance, with casements and sculptured ornaments of grey sandstone, and a very striking spire in the shape of 4 dragons, whose tapering bodies are twisted together, whilst the heads, forming the base of the spire, turn to the 4 corners of the compass. The interior is quite modernised but the exterior is entirely unchanged, and the building is one of the finest ornaments of the city. It was built in 1619-1640 by Christian IV., and is one of the best specimens of this style of architecture, which is akin to the Elizabethan in England, and in Denmark generally is described as the style of Christian IV.

Rosenborg Castle, situated in the northern part of the town, and partly surrounded by a public garden, is another very fine specimen of this style, and is, particularly when seen from the garden, a very picturesque building. Its architecture is attributed to Inigo Jones's design. It was commenced in 1604, and was then outside the ramparts of the city, and had its own moats and fortification; but subsequently the fortifications of the city were extended as far as to enclose it. The surrounding garden, generally called *Kongen's Have*—that is, the King's Garden—was also planned by

Christian IV., and ornamented with fountains and sculptures. Two magnificent avenues of horse-chesnuts, a group in bronze representing a horse attacked by a lion, a couple of lions standing near the bridge leading to the castle from the garden, are nearly all that remain of the old garden. Considerable portions also have been applied to other purposes. The hothouses, &c., are very extensive, and a school of gardening is connected with them. The castle has long ceased to be a royal residence, and is now entirely devoted to the very interesting *Chronological Collection of the Danish Kings*. Admission to view the interior of the castle and the collection can be had at any time on application to the castellan, and on payment of a fee of 3 rixdollars for a party of not more than 12 persons. This is the only public collection in Copenhagen to which the admission is not free.

The collection, which may be compared with that of the Green Vaults at Dresden, or of the Hotel Cluny at Paris, was founded after the death of Christian IV. in 1648, in a room at the castle, where its nucleus still is, and it has now grown by degrees to occupy the whole. Under the management of Mr. Worsaae since 1858, it has been very much augmented and entirely re-arranged. The Museum for Northern Antiquities does not embrace objects of later date than 1660, and as the collection at Rosenborg commences with the reign of Christian IV. (1588-1648) and is carried down to the present day, it supplements the former as an illustration of the art, customs, &c., of various times. One or more rooms are devoted to the reign of each king, decorated in the style of the period, and filled with contemporaneous furniture almost exclusively derived from the royal residences, portraits of the members of the royal family and famous men of their time, and all kinds of objects—garments, arms, jewellery, &c.—which have belonged to the king or court in question, or celebrated contemporaries. It is a collection surpassed in richness and variety by very few, as a well-arranged historical collection by none. An illustrated guide in Danish and in English (price 1½ rixdollar) can be had at the entrance. From the corridor in the groundfloor, into which the visitors are first admitted, and of which the ceiling dates from the time of Christian IV., while the walls are hung with portraits from the first 2 centuries of the reign of the house of Oldenburg in Denmark, we turn to the right into the *Audience Hall of Christian IV.*, which is still preserved in its original decoration, with richly carved and painted oak-pannels. Amongst the remarkable objects here preserved, we mention in the first place the *Oldenborg horn*, which according to a legend was handed to one of the ancestors of the family, Otto I. of Oldenborg, in the year 989 by a fairy, when he halted hot and thirsty in a lonely part of a forest in which he was hunting. She offered him to drink of it, promising him every advantage for himself and his family if he emptied it, but every misfortune if he refused to do so. The knight, however, thought the drink uninviting, and threw it away in disgust. The fairy then demanded her horn again, but Count Otto thought it too good not to be kept, and it remained ever after in the possession of the family. So far the legend: the truth is that it was made by German artists for Christian I. of Denmark in 1479, when he visited the city of Cologne for the sake of effecting a reconciliation between the Emperor Fredrik III. and Duke Charles the Bold of Burgundy. King Christian intended to dedicate the horn to the holy 3 kings, and deposit it at their chapel at Cologne if his mission was succesful, but as this was not the

case he retained it. For a couple of centuries it was preserved at the family castle of Oldenborg, but was subsequently brought to Copenhagen. It is of silver, richly gilt and enamelled, and ornamented with numerous figures, coats of arms (of Denmark, the Empire, Burgundy, &c.), and devices indicating its destination, and referring to the above-mentioned historical event. Here are also preserved the earliest specimens of the insignia of the Danish Order of the Elephant—which in dignity corresponds to the Garter—as well as the insignia of the last-named order, which have been accepted by Danish kings. We note here also amongst other objects not strictly belonging to the reign of Christian IV., 2 gold cups—the *Eyder Cup* and the *Homage Cup*—both commemorating, with proper inscriptions, the reunion of the whole of Sleswig, which so long had been a separate fief of the Danish crown, and even for a few decennia quite independent of Denmark, with the Danish realm, whereby the Eyder once more, after a short interval, became the southern frontier of Denmark. This great state act took place in the reign of Frederik IV. in 1720. Unfortunately it was not followed by the proper administrative measures, and the tie between that duchy and the rest of Denmark, which was reknit in 1720, was again torn asunder in 1864, in spite of the inscription on the Eyder cup "that the Eyder would never be separated from the hereditary kingdom of Frederik IV."

The collection at Rosenborg possesses a very rare, and perhaps unique, suite of royal costumes, of which the oldest, worn by Christian IV. at his coronation in 1597, is preserved in this room.

Close by, in the tower, is *Christian IV.'s bedroom*, where he died in 1648. It is still preserved in its original state of very handsome decoration, and contains many objects used by that king. The next room shown to visitors was used by Christian IV. as a study, and it contains his writing-table and chair, besides a considerable number of elegant and costly objects which belonged to him or his Queen Anna Kathrine. Amongst these we mention a saddle and bridle literally sown over with pearls, diamonds, and other jewels; a sword used by him for the ceremony of knighting, with a splendidly enamelled gold hilt; a drinking-horn of silver, representing Christian IV. at the *carrousel;* a beautiful fountain for perfumed water in ebony and silver, 6 ft. high, &c. A number of these objects were made in Denmark itself, where the splendour of the court and the nobility in those days afforded a considerable incitement to certain branches of art.

The next 2 rooms are rather small, and contain objects of the time of Christian IV.'s son Frederik III., exhibiting a very different style—that of the Rococo. Amongst the finest things this reign are a *cup of crystal* with figures and bassi-relievi, in all about 10 in. high, and of the greatest artistic merit; and a *jewel-box of silver*, presented by Queen Anna of England to Queen Sophia Amelia of Denmark. Through large crystals in the lid and sides, light is thrown on the beautifully-chased bottom of the box, and the whole is covered with thousands of diamonds, not to speak of other jewels. When the palace of Christiansborg was destroyed by fire in 1794, this piece, which stood in the toilet-room of the queen, was carried away by a thief. He was, however, soon discovered by a citizen, who prevailed upon him to sell it him for a small sum of money, fearing lest he might throw it down and injure it if he were taxed with the theft. Thus it was saved, and was then brought to Rosenborg.

We enter next the so-called *Marble*

Hall, which, together with some other rooms, is devoted to the splendid reign of Christian V., the contemporary and—as far as he could manage it—imitator of Louis XIV. This hall was used by Christian V., and richly decorated according to the then prevailing fashion. Amongst the numerous relics of his reign, we only mention the so-called *Wismar Cup,* a very peculiar and elegantly-worked crystal cup, one of the finest objects of this kind in Europe.

Ascending the winding staircase to the first floor, visitors first enter a room called "the Rose," illustrating the time of Christian V. and Frederik IV., more particularly the latter. It is hung with magnificent Italian tapestry, doubtless brought home by Frederik IV. from Italy in 1709 with innumerable other treasures. After having hung at various royal residences, it remained at Rosenborg castle for many years unheeded and uncared for, till Mr. Worsaae brought it out of its hiding-place. It is of the very best Florentine workmanship, and has great artistic value. The portraits and the furniture were formerly at Fredriksborg, but saved from the fire in 1859. The chair and table in the middle of the floor were formerly used when the king opened the session of the Highest Court of Appeal. Fredrik IV. was one of the most liberal and art-loving Danish monarchs, although he spent much money in successful warfare, and left a full treasury at his death. Next to Christian IV., no one has left more relics at Rosenborg. Besides the gold cups mentioned above, which are preserved in one of the rooms otherwise devoted to Christian IV., and the collection of glass which we shall presently mention, we shall here draw attention only to the royal font used for baptisms in the royal family, a work of great artistic merit. When used a golden vessel is placed inside the font. Of a very different kind, and possessing quite another interest, is a sword which belonged to the great warrior Charles XII. of Sweden, and was presented by him to a Norwegian officer, who with gallantry had defended himself against a much larger Swedish force under the command of Charles XII. himself, and only rendered himself prisoner when disabled by numerous wounds.

The remaining rooms on this floor contain numerous objects from the following reigns, amongst which we may mention the gold pistols of Frederik V., one of the gifts presented to him and his popular Queen Louise, daughter of George II. of England, and many relics of the unfortunate Queen *Caroline Mathilde.*

The second floor is entirely taken up by the *Riddersal,* or great banqueting hall, 150 ft. long, 28 wide, and 19 high. Its present decoration dates from the time of Frederik IV., the chimneys being all that is left of the time of Christian IV. The ceiling was originally flat, adorned with paintings, and the present vaulted ceiling, with its beautiful reliefs, was constructed in 1705 and following years. On the walls are 12 large pieces of tapestry, woven in Denmark in the time of Christian V., from the cartoon of the Danish artist *Peder Andersen,* and representing events in the war between Denmark and Sweden from 1675 to 1679. Originally the floor of this hall, as of most of the rooms of the castle, were laid with tiles, but they have been removed long ago and replaced by boards, because the weight was supposed to be too great for the walls of the building. The silver candelabras, the silver lions, &c., are generally used at the coronations of the Danish kings, and this is also the destination of the 2 chairs which are placed at one end of the hall. The largest, in which the king on that occasion is seated, consists to a great

extent of the ivory of the narwal, which material at that time was worth its weight in silver, and it was then consequently a very expensive production. A hollow space is observed near the top, where a large amethyst, said to be the finest in existence, and which is preserved with the regalia, is placed at coronations. From the Great Hall small doors lead into the rooms in the towers. One of these contains the *crown jewels*, and is not generally accessible to the public. This, however, is the case with the two others, one of which contains a *collection of Venetian glass*, brought home from Italy by King Frederik IV., and still preserved in its original arrangement. The collection is the richest in existence, particularly in the so-called *thread* or *filigranglass*. The other turret-room contains a splendid collection of *china*, both foreign—such as old Dresden and blue Sèvres—and old Danish.

On the rampart, close outside Rosenborg, is the new and well-arranged *Observatory*, which, however, is not shown except to men of science who must address themselves to the director, Professor d'Arrest.

Another interesting building erected by Christian IV. is the Church of the Trinity with the famous *Round Tower*, originally intended for an observatory, and employed for that purpose for about 200 years. It stands in *Kjöbmagergade*, the same street where the General Post Office is, and is easily reached from Kongens Nytorv by walking down Östergade to the square Höibroplads, and then turning sharp to the right, when it soon presents itself. The tower consists of 2 hollow cylinders, between which a spiral inclined plane winds from the street to the top, with a sufficiently easy ascent to render it possible for a coach and 4 to drive up—a feat which was actually performed by the Empress Catharine of Russia when she visited Copenhagen in 1716 in the company of her husband Peter the Great, who on that occasion preceded the carriage on horseback. The inner cylinder served as a receptacle for the treasures of the University library during the English bombardment in 1807. From the platform (open to the public on Wednesdays and Saturdays from 12 till 1) there is a very fine panoromic view of the city, though not perhaps so good as that from the spire of Our Saviour's above-mentioned. Not far from the top an entrance leads from the spiral-way of the tower to a large hall constructed over the vaults of the church, where the library of the University was preserved from 1657, when this building was finished, to 1861, when the library was removed to the present building close to the University itself.

Just opposite the Round Tower is the *Regents*, a college established by Christian IV., where 100 students have free lodgings; and either of the streets which flank this building leads to the *New University Library*, one of the finest buildings lately erected in Copenhagen. It is entirely constructed of stone and iron, and is altogether very well worth a visit on account of its tasteful and well-planned arrangements. It is open from 11 till 3 daily. It contains above 200,000 volumes and 4000 MSS.

The University library forms one side of a block, of which the others are occupied by the *New Zoological Museum*, the *Mineralogical Museum*, &c., and finally the *University* itself.

The *New Zoological Museum* is not opened to the public (1871). Besides the exceedingly valuable and extensive collection of specimens, the building itself deserves notice. The central hall is particularly fine. The *Mineralogical Museum* offers nothing but its scientific merit (extensive collections of minerals from Greenland, Iceland, Faröes,

and Norway); but the new building of the *University* possesses a fine *staircase* and *hall* for special solemnities. The decoration of the latter was only begun some years ago, and will require a considerable amount of time and labour; but the staircase is finished, and principally decorated with large frescoes by *Constantin Hansen* representing mythological subjects. On the side wall, to the l., *the birth of Athene* and *Apollo and Pythia*; on the wall opposite the entrance, the history of *Prometheus* in 3 pictures; on the side wall to the rt., *Apollo and Marsyas*, and *Athene and Poseidon*. Smaller paintings form a frieze around the 3 walls, and fill the space above this. In the ceiling, *Aurora*. The 2 marble statues of *Athene* and *Mercury* are by *Bissen*. In front of the University are busts in bronze of the naturalist *Schouw* and the composer *Weyse*.

Opposite the university is *Vor Frue Kirke*, or Our Lady's Church, a modern structure in the form of a Roman Basilica, of very simple exterior but pleasing proportions in the interior. It is built by the same architect *Hansen*, who designed the present palace of Christiansborg, and derives its principal interest from the sculptures which were executed for it by Thorvaldsen. In the pediment is the group of *St. John preaching in the Wilderness;* in the vestibule, a frieze representing *the Entry into Jerusalem*, in the nave the *Twelve Apostles*, in the chancel the *Baptismal Angel*, and over the altar *Our Lord*. The frieze in the apse behind Our Lord's figure represents the *Procession to Golgotha*. Over the entrances to the confessionals are 2 bassi-relievi representing the *Institution of the Sacraments*, and over the poor boxes two others representing *Charity* and the *Guardian Angel*. Of the 2 bronze statues outside the church *David* is by Jerichau and *Moses* by Bissen. The works by Thorvaldsen are also in his museum, but they are here seen in their proper places for which they were intended. The vergers show the church at any time, the fee is 3 marks for a party. This is the principal church of Copenhagen, and existed already in the 12th century, but the original building, which contained an immense number of relics and costly objects, and was connected with a great many important historical events, was destroyed in the great fire in 1728. A new church was built in its stead, of imposing dimensions and great splendour, but it was destroyed by the English bombs in 1807 with the whole neighbourhood. The present building was finished in 1829.

Finally, we have to mention amongst the objects specially worthy of attention, *Count Moltke's Collection of Pictures*, mostly of Dutch masters, which are exhibited in the palace of Baron Reedtz Thott (entrance in Bredgade, 1st gateway to the l. from Kongens Nytorv), admission free, on Wednesdays May 1st, to 30th November, 12 till 2. Travellers can always obtain admission. The best of the pictures are in the long narrow room to the left, looking into the garden. We mention 4 landscapes, by *Ruysdael* (56–59); an old woman, by *Rembrandt* (36); a monk, *by Rubens* (8); a landscape, by *Hobbema* (60); one by *Dubbels* (102); paintings by *Mieris, Metsu, Ostade, Teniers, Wouvermann, Vandervelde, Pynaker*, &c. Catalogue by Prof. Höyen (2 marks).

ROUTE 5.

SEALAND AND THE ADJOINING SMALLER ISLANDS.

The railway net on the island of Sealand is now, or will soon be, so

complete that all the places, which at all can claim the attention of the ordinary traveller, may be visited on excursions from Copenhagen, far more commodiously than by travelling in short stages through the country. In former times, when mail-coaches and post-horses were used, several routes might often be used without great difference in the consumption of time, and no long distances could be performed without stoppages, throwing time on the travellers' hands. Now the difference of time consumed on a railway journey of 100 m., and that needed for posting the same distance is so great that no one dreams of adopting the latter, and it becomes useless to describe in detail routes by which no one really travels.

We shall, therefore, treat of the principal points of interest in Sealand in the mode of excursions from Copenhagen, and it will be seen that almost every point on these excursions may quite easily be made the object of a special excursion occupying one or two days, and that there is no necessity whatever for combining them in the routes we select.

a. Environs of Copenhagen.

The immediate neighbourhood of Copenhagen cannot be described as peculiarly pretty or interesting, being, on the contrary, flat and sparingly timbered. The island of *Amager* (not as it is often written in English Amak) is very emphatically so, and offers absolutely nothing of interest. The inhabitants are descendants of Dutch colonists who settled here in 1516, and have to a great extent preserved their national costumes. The whole island is an immense nursery garden, supplying Copenhagen with vegetables. But on Sealand itself, to the north of Copenhagen in a distance of about 5 to 10 miles, there are extensive tracts of woodland, stretching through a considerable area, partly along the sea, partly surrounding numerous small inland lakes, and in this direction there are a great many pretty excursions to be made. In spite of its high latitude, the summer in Copenhagen is generally hot and often oppressive. It is therefore the custom for the Copenhagen cockneys to seek summer quarters—often very modest and at the same time very expensive ones—for some weeks at least in the neighbourhood, and the favourite place of resort is the *Strandvei* or road along the sea-shore, as well as the villages to the north of the town. The thousands of small and large houses and pretty gardens, inhabited during the summer months, which are scattered over the country, give it a very lively and pretty appearance.

The North Sealand Railway, starting from the great railway station outside the western gate, affords an easy and quick communication with these places; but in order to enjoy it properly it is preferable (though certainly more expensive) to take a carriage-drive by the *Strandvei* or by the high road to Lyngby to those parts of the neighbourhood which can thus be visited. The price for a two-horse carriage varies from 6 to 10 or even 12 dollars a day, besides a dollar for the driver and his keep.

About 5 miles from Copenhagen on the Strandvei is *Charlottenlund*, a park or rather a mixture of wood and garden covering about 80 acres, and surrounding a countryhouse belonging to the Crown, and generally tenanted by some member of the Royal Family, at present the Crown Prince. On Sunday afternoons and feast-days tens of thousands fill its walks and glades; dancing and music is going on till late at night, and when the last train and the last omnibus or char à banc have returned to town there are still many hundreds left, who prefer to walk

home with song and merriment in the cool of a light Danish summer night. Close to Charlottenlund are capital sea-baths at an establishment called *Öresund*. Through Charlottenlund the carriage-road, continued in a magnificent lime avenue, leads to *Bernstorff*, a manor-house built a century ago by Count A. P. Bernstorff, then a famous and influential man in Denmark, now in the possession of the Crown, and used by the Royal family as a summer residence. Further inland, and to be reached by the same road, is *Lyngby*, with the small palace and beautiful park of *Sorgenfri* (beautiful roses), residence of the Queen Dowager, from whence the extensive woods of *Fredriksdal*, surrounding the lake of *Furesö*, may be reached by road or in a boat on the lake of Lyngby. The high road and the rly. to *Fredriksborg* and *Elsinore* go through Lyngby. *Hörsholm* (p. 64) is easily reached by way of Lyngby.

Continuing the journey by the Strandvei for about 3 miles beyond Charlottenlund we come to the *Deer-park*, the gem of the environs of Copenhagen. Both this and Charlottenlund may be reached by frequent trains which start from a separate little station beyond the main station at Copenhagen. From the railway, as well as from the Strandvei, the Deer-park is entered at the south-east corner. Just outside, with a good view of the Sound and close to the landing-place of the steamers, is a very good restaurant called *Bellevue*. Of the adjoining corner of the park a considerable space is taken up by a sea-bathing establishment called *Klampenborg*, with a good restaurant and hotel, concerts, fêtes, cottages, and lodging-houses. From the grounds a good view of the sea. The sea-baths are accessible to the general public. Many Swedes and Germans come here for the summer. The Deer-park itself is an enclosure of about 4200 acres divided in two parts by a small river, which supplies the necessary water power for a large paper mill at the outfall in the Sound, and for 2 manufactories in the park itself. The southern part of the park, about 2800 acres with fine timber, especially magnificent beeches, is a Royal preserve, and vast herds of stags, red deer and fallow deer may be seen grazing on its glades or lying down under the trees. The large white stags are particularly beautiful. In the middle of an open space stands *Eremitagen* (the Hermitage), a small Royal hunting-pavilion. Some of the rooms (very plain inside) are accessible to the public and can be used for pic-nics. The view across the Sound to the coast of Sweden is very fine from the Hermitage, as well as from many other points in the park. On the 5th June a great national festivity is generally held here in honour of the Danish constitution. At a little distance are three large stones with inscriptions, erected one in commemoration of the first meeting here of students from all the Scandinavian universities; the two others commemorate visits to Copenhagen by a great number of Sleswigers in 1861, and again in 1865. In the southern part of the enclosure is an open space called *Dyrehavsbakken*, where a very animated fair is held every year in the months of June and July. Roads and paths cross the park in every direction. One road runs parallel with the southern fence by Dyrehavsbakken, and leads from the gate at Klampenborg to that of *Fortunen*, where just outside the park a fine distant view of Copenhagen and the sea presents itself. The continuation of the road leads through the wood, and the above-mentioned avenue to Bernstorff, which is seen in the foreground and further on to Charlottenlund. The rt. road leads through open fields to Lyngby (*see* above).

The narrow slip of land between

the park and the sea is oversown with villas of every shade of size or elegance, amongst which we note *Skodsborg* where Frederik VII. used to spend a few months every summer. Farther north beyond the Deer-park are the villages of *Vedbæk* (here is the park of *Enrum* open to the public) and *Rungsted*. The coast is here in many places high, and affords splendid views of the sea, for instance from a barrow called "Lokeshöi" to the rt. of the road just north of the Deerpark, and from "Ewaldhöi" near the inn at Rungsted, where the poet Ewald spent his last years. The island of *Hveen*, where the astronomer *Tycho Brahe* resided and where the foundations of his castle and observatory are still seen, is only 7 miles distant; to the south of it on the more distant coast of Sweden appears the town of *Landskrona*; towards the north *Kronborg* on the Danish coast is distinctly seen. Two miles inland from Rungsted is *Hörsholm* or *Hirschholm*, where Christian VI. erected a magnificent palace in the years 1733–1744. It was called the Versailles of the north, and certainly surpassed most royal residences in splendour. Here Caroline Mathilde spent her last summers in Denmark. Fredrik VI., who was born here, but disliked the palace, suffered it to fall into decay, and in 1810 its demolition was ordered. Where the palace stood is now a small plain church. But of the surrounding grounds a portion at least remains. From here there is by road 10 miles through woods to Lyngby, and about 6 to the nearest station on the North Sealand Railway.

The Sound being not more than 18 miles wide between Copenhagen and *Malmö* in Sweden, an excursion to this town and the neighbourhood may easily be made from Copenhagen. There are several steamers daily each way. For details of Malmö, &c., we refer to the *Handbook for Sweden*.

b. Elsinore, Fredriksborg, and North Sealand.

Elsinore may be reached conveniently, either by land by way of the North Sealand Railway or by direct steamer; and both routes should be made use of, one for going the other for returning. As the steamer keeps close to the Danish coast, which has an easterly aspect, an early departure should be chosen; we recommend to go from Copenhagen to Elsinore by a morning steamer and return by train. Elsinore and Kronborg may be seen in a day easily; and one may even see Kronborg in the morning, and reach Fredriksborg by an afternoon train in time to see the castle, and reach Copenhagen by the last train in the evening. But it is better either to sleep at Elsinore, and next day return by Fredensborg and Fredriksborg, or to drive in the afternoon to Fredensborg, return from thence to Copenhagen by rail and make Fredriksborg the subject of a separate excursion. If more time is at disposal, a drive from Elsinore to Hellebæk and Gilleleie would occupy one day, and if Fredriksværk, Jægerspriis, and Fredriksund are visited from Fredriksborg this would add three days more.

The coast of the Sound north of Copenhagen as far as Rungsted is excessively pretty from the sea when illuminated by the morning sun; it appears almost one immense garden with houses of every description dotted about; and as the ships passing the Sound to and from the Baltic almost all keep near to the Danish coast, partly on account of the prevalence of westerly winds, partly because the sand-banks are fewer — this circumstance contributes very much to heighten the charms of the journey. The steamer stops at several points on the coast,

such as Klampenborg, Vedbæk, Rungsted, Humlebæk, and after passing the island of Hveen, Tycho Brahe's island, enters the harbour of Elsinore about 2 hours, or even sooner after leaving Copenhagen. Generally the boat proceeds after a short interval to Helsingborg in Sweden and back.

Elsinore, Danish Helsingör (Hotel Öresund), is a very old town, and formerly derived its wealth almost entirely from the Sound dues which were paid here by all vessels going to or coming from the Baltic. The payment of this impost necessitated the stoppage of the vessels, which therefore often took their supplies here; and numerous agents made a considerable income by arranging everything beforehand for the captains of the ships, so that the delay might be reduced to the smallest possible time. Before 1660, when Skaane still belonged to Denmark, the main communication between the provinces on both sides of the Sound was by way of Helsingör, and the opposite Helsingborg, the width of the Sound being here not more than 2¼ miles. Partly to facilitate the enforcement of the Sound dues, partly to prevent the passage of hostile fleets, a fortified castle was at a very early time constructed on each coast of the Sound. The one at Helsingborg has disappeared save an old square tower, prominently seen from the Danish coast; but the castle of Helsingör still exists, it is the well-known castle of *Kronborg*. As a fortress this has now no importance. The present edifice, a quadrangle, with 4 towers, was built 1574–1585, in the renaissance style of the period by Fredrik II., and is, whether it be seen from the sea or from the shore, a very picturesque object. The interior can be viewed on application to the commander (in the courtyard to the right; fee to the servant who opens the door, &c., 1 rixdollar).

In the rooms there is a *collection of pictures* by modern Danish masters, and from the windows a lovely sea-view. Caroline Mathilde inhabited a small apartment here in 1772 before she was taken to Hanover, and her rooms are still shown. One of the turrets serves as a lighthouse. The *chapel* has been restored, and is worth seeing; the numerous German inscriptions show that it dates from the time when the kings of the house of Oldenborg were still more German than Danish. From the telegraph tower the view is also very good in the afternoon.

To the north of the town within a short walk is *Marienlyst*, originally a Royal marine residence, now belonging to a much-frequented sea-bathing establishment. The grounds in front of the house are accessible to the public at large, as well as the restaurant, which is tolerably good; but the building—containing balconies with fine view, reading-rooms, &c., as well as the table d'hôte at 4 o'clock, and the terrace behind the house, are accessible only for subscribers, or for travellers on payment of a fee of 2 marks for the day. On the terrace behind is shown what is called *the grave of Hamlet*, a circle of trees round a fragment of a column. English travellers naïvely believing, on the authority of Shakespeare, that Hamlet really had something to do with Kronborg, although in reality he lived in quite a different part of the country, and a thousand years before Kronborg was built, used so constantly to ask the guides for Hamlet's grave that these saw themselves in the necessity of inventing one, and some bright individual hit upon this spot, which has ever since retained the name. The tourists, however, were not yet satisfied; as soon as a grave was found for Hamlet it became necessary to discover Ophelia's brook, and this, too, was successfully accomplished. It is shown north of Marienlyst garden, near a delightful path which runs at

the foot of the high coast parallel with the shore to Hellebæk. The spot is pretty, and so far well chosen, but there are but very few inches of water in this modern Ophelia's brook —a circumstance which unavoidably suggests the profane thought that the lady must have had some difficulty in drowning herself here. In the same direction, but close to the shore, is the *Bathing Hotel*, where apartments can be had with a fine sea-view, but rather dear. Lodgings are to be found in many houses in or about Helsingör, but they are generally taken early in the season. Many foreigners come hither, mostly Germans; the bathing is at any rate better than in the Baltic, and the neighbourhood is so pretty that a very pleasant time certainly may be spent here. The environs of Helsingör are well timbered, but the beauty of the place is the view of the sea, which, in summer, is deep blue, backed by the charmingly wooded Swedish coast, with the headland of Kullen, a remarkable isolated mass of granite 900 ft. high, in the distance, and enlivened by hundreds of vessels constantly speeding through this narrow channel to or from the Baltic. In this respect Helsingör is unique; nowhere in the world are so many ships seen constantly together in movement, and to the lover of the sea and of ships few things can be more amusing than cruising about in a boat at the entrance of the Sound.

A very pretty drive of about 3 miles through woods and past beautiful little lakes, leads to *Hellebæk*, north of Helsingör, at the mouth of a small river. Here a considerable manufacture of firearms and various iron goods was established a century ago and exists still. In the summer the place is filled by people from Copenhagen, who for a few weeks occupy the very modest apartments that can be found in the houses of the artizans or the huts of the fishermen, in order to enjoy the fresh air and the bathing. The woods of Hellebæk, which form a park to the manor-house of that name, are laid out in pretty walks, and the timber is splendid. Another mile along the shore leads to *Odinshöi*, the highest point on the coast, from which a charming view of the entrance to the Sound and of Kronborg. Carriages for a drive to *Hellebæk* and *Odinshöi*, occupying half a day, may be had at the hotels at Elsinore and at the station, price about 3 dollars (1 horse) and *pour boire*. Pedestrians will prefer the path along the coast starting from Marienlyst. A more extensive excursion may be made along the coast through Hellebæk and *Hornbæk*, a fishing-village, near a very characteristic plantation for subduing the drifting sand, to *Nakkehoved*, with 2 lighthouses. From the upper lighthouse is a very interesting sea-view, and in the pretty little garden—doubly pleasing in this desolate spot —travellers can pic-nic, but provisions must be brought. Further on is *Gilleleie*, on the northern extremity of Sealand, with a very good inn. The return road should be laid through *Söborg*, a village near the scanty ruins of the once famous castle of Söborg, in a lake which is now laid dry. Many state prisoners have been kept in durance vile here in the early middle ages. The road next reaches *Esrom*, once a powerful and wealthy monastery, but of which only small fragments remain. It is at the north end of the lake of Esrom, with beautifully-wooded shores. A canal connects it with the sea, and serves for the export of firewood from the adjoining forests. The route back to Elsinore from Esrom should be laid either north of the *lake of Gurre*, through the woods of *Horseröd*, &c.; or else, if it is intended to visit the *ruin of Gurre* (*see* below) west and south of the lake,

and through the village. Excursionists who are on their way back to Copenhagen from Elsinore, may proceed from Gurre to *Fredensborg*, and send the carriage back to Elsinore from there. A carriage for this excursion, which fully occupies a day, costs 6 to 8 dollars.

The return from Elsinore to Copenhagen may be made by rail in about 1½ or 2 hours, but even if Fredriksborg is visited separately, it is far better to go by road from Elsinore to *Fredensborg* by way of Gurre, and only take the train there. *Gurre*, about 6½ miles from Elsinore, was in the early middle ages a favourite residence of several Danish kings, particularly Valdemar II., whose paramour Tovelille, of whom the old ballads have much to say, was kept hidden here. The legend says that Valdemar used to exclaim that God might keep his heaven, if he (the king) only might retain Gurre; and, consequently, his unhappy soul is still lingering there, and often of a night he is seen hunting, with a mysterious and awful troop of followers, and a pack of fiery dogs. The castle, situated in an idyllic spot near the lake and village of Gurre, fell into disuse in the 15th century, and the stones were mostly used in the construction of Fredriksborg. The remains are now enclosed, and the key can be had in a cottage close by. Further on, near *Valdemarslund*, the residence of the principal officer of the extensive woods in this district, which all belong to the Crown, is another fine view of the lake. The road turns sharp to the left, passes by *Marianelund* — a modest inn, favoured by pedestrians in summer, through another wood, *Danstrupheyn*, and past the *Rostgaard stone* across fields to Fredensborg 13 miles from Elsinore. The Rostgaard stone commemorates a bold attempt made by *Hans Rostgaard* and 2 others to regain possession by a *coup de main* of the fortress of Kronborg, which in the year 1658 had fallen into the hands of the Swedes. The plan was discovered, and the leaders had to fly for their lives. Rostgaard, in order to deceive his pursuers, killed his horse at the side of a pond here where the stone stands and threw off his clothes, which made them believe that he had been killed and drowned in the lake, and thus he escaped. He was owner of a manor called *Krogerup* (beautiful park, open to the public) a few miles off near *Humlebæk*, a fishing-village on the coast, where the steamers to and from Elsinore stop.

Fredensborg (Store Kro, Prindsen) owes its origin to the royal summer residence of this name which was built here at the beginning of last century, and which still is used as such. It was finished in 1720, and named so because the treaty of peace (Danish *Fred*) which put an end to the "eleven years' war" between Denmark and Sweden was concluded here. The *Palace* possessing but little internal beauty besides the *entrance hall*, which is very fine, and a few good old ceilings with stucco-reliefs in the style of Louis XIV. (fee, 2 dollars for a party not exceeding, 12). But the *park* is unquestionably amongst the finest in the world; it abounds in magnificent avenues, charming flower-beds, terraces, sculptures, &c., and its beauty is much enhanced by the *lake of Esrom* and its wooded shores. Boats can be had in the so-called Skipperhuus. One of the chief features of the park is the "Normandsdalen," containing a number of figures representing Norwegian peasants in national costumes.

From Fredensborg, a drive through the woods of about 5 miles, with views over Esrom lake to the right, leads to *Fredriksborg*. The name of the little town is really *Hilleröd*, but the name of the castle, which forms the one great point of attraction, is very generally used for the town too.

(Leidersdorf Hotel, very modest; good restaurant at the railway station.)

The original castle of Fredriksborg was built by Fredrik II. in 1562, and a part of the present building dates from him, but the main portion was taken down and replaced by the present palace in the years 1602-1608 by Christian IV. On the 17th of December, 1859, a terrific fire destroyed almost the whole of the interior, and a great mass of valuable historical relics were lost on that occasion, but the walls remained standing, and, thanks to the numerous descriptions and drawings in existence, it was possible to restore the whole exterior of the castle as well as the interior of the church to its original condition, at a cost of about 40,000*l*. The castle is situated in a lake on 3 islands. On the island nearest the town are two peculiar round towers erected by Frederik II. The entrance to the second island is ornamented with a huge gate-tower, and beyond this the castle itself, situated on the third island, presents itself. It consists of 3 wings, with a closed gallery towards the middle court ornamented with rich and well-executed sculptures. The interior had already, at the time of the fire in 1859, sustained so many changes that scarcely anything remained in its original state save the banquetting-hall and the church. The former was completely destroyed at the fire and cannot be reconstructed, but the church, though much damaged was partially saved, and has now been entirely rebuilt and redecorated. It is very well worthy of a visit; the altar and pulpit, of ebony and massive silver, as well as the font, were saved from the fire. The royal closet, or so-called "bedekammer," ornamented with numerous pictures and carvings, the latter executed by Christian IV. himself, was entirely destroyed, and the fac-simile which is now being executed, will certainly always be interesting as a talented architectural study of the Rennaissance, but it will not in any sense of the word be a restoration such as is the case with the exterior of the castle and the interior of the church upon the whole. In the chapel are the coats-of-arms of the Knights of the Elephant, and of those who have or have had the Grand Cross of the Dannebrog. The castle, as it now stands, is a monument not only of its builder Christian IV., but of the national feeling of the Danish people at large, by whose exertions the restoration after the fire alone was rendered possible. A peculiarity connected with the castle is the great assemblage of rooks from the neighbouring extensive forest, which takes place every afternoon about 6 o'clock. The roofs are black with the birds, who, after a quarter of an hour's palaver, again separate. A bridge leads from the middle island through the "mintgate" to the high road to Fredensborg. All round the castle-lake are parks and woods with walks. Here stands *Badstuen*, a very pretty little building erected by Frederik II., and beautifully restored by Frederik VII. In one of the avenues is a stone seat with the year 1628 hewn into it, which is said to have been a favourite resting-place of Christian IV. A splendid view of the castle is obtained from *Jægerbakken*, a few minutes' walk from the garden. Another fine view is had from the *Rokkesteen*, which forms part of a gigantic dolmen south of the town. But the finest view in the neighbourhood, and one of the best in Denmark, is from the *Skandsebakke*, a walk of three-quarters of an hour. The view comprises the whole neighbourhood, the lake of Esrom, and the Sound in the distance.

To the *north* of Fredriksborg, beyond the enclosures properly belonging to it, is a beautiful but wilder tract of forest called *Grib-*

skov, which stretches along the lake of Esrom, a distance of 8 miles, enclosing numerous picturesque little tarns, as well as hilly parts with views, &c.

On some large farms, part of the property of the Crown surrounding Fredriksborg, the state has hitherto maintained a large stud of horses of a peculiar race, with very showy action, beautiful head and neck, from which the royal stables were mainly recruited. By means of this stud the whole race of Danish horses have been very much improved in the course of time. Lately, however, the breed has been spoilt by injudicious crossing, and the whole establishment will probably not long be maintained.

From Fredriksborg the return to Copenhagen direct will be best accomplished by railway, but the excursion may be extended to *Fredriksværk* and *Jægerspriis*, and the return may be made by steamer on the Issefjord to *Roeskilde*, and train from there to Copenhagen.

Fredriksværk (Heilmann's Inn;) is about 12 miles from Fredriksborg. The road is not particularly interesting, as the country is rather treeless. The little town itself is situated on the outlet of the large lake *Arresöe* into the Issefjord, and consists mainly of the houses of artizans who work at the large cutlery and iron works which were established here at the beginning of last century, and which, after having been the property of the State for some time, are now in private hands. The neighbourhood is very beautifully wooded, and from several points, particularly the *Maglehöi*, there are extensive and varied views. Archæologists may make an interesting excursion of about 4 miles to the *Kjökken-mödding* at *Sölager*, which were visited by the International Archæological Congress, held in Copenhagen in 1869. The lake of *Arresöe* was formerly connected with the Kattegat, but this ancient outlet has been entirely stopped, and the country far and wide desolated by drifting sands. These have now, however, been subdued by plantations, which are worthy of a visit. The drive across the so-called *Asserbo Overdrev* is very characteristic; there is a melancholy monotony in the landscape contrasting forcibly with the smiling beauty of Fredriksværk. Here was in olden time the strong and famous castle of *Asserbo*, but only a ruin is now left. The principal plantation is near *Tidsvilde*, close to the sea, and here is also, at the very top of the cliff, *St. Helen's Well*, of which the water was until quite lately supposed to be in possession of marvellous healing powers, and particularly on the night of St. John the Baptist's day; thousands often came with all manner of diseases to drink healing water from the well. The legend is that the saint had been killed by ungodly men in Sweden, and her body thrown into the sea; but a large stone floated it to the surface and carried it across to the Danish coast. Pious persons wished to bury the saintly remains in the church, but came only to this place, where the earth voluntarily opened to receive the body. Forty years ago this whole neighbourhood was still a sandy waste, exceedingly interesting to the naturalist; now the land is almost all taken into cultivation. The drive to Fredriksborg from Tidsvilde goes through a district exceedingly rich in barrows and dolmens.

Fredriksværk is, as already stated, situated on a branch of the *Issefjord*, and on this a steamer affords easy communication with the town of *Roeskilde*. Opposite Fredriksværk the coast is densely wooded for many miles, and the steamer—after first coasting the peninsula of *Halsnæs*, where *Sölager* is situated—turns to the left, and glides along the forest which belongs to the manor of *Jægerspriis*, in order to land at

Fredrikssund (Hotel Issefjord), a small borough on the east coast of the fjord, which is here very narrow and traversed by a boat-bridge. In order to visit Jægerspriis (for which carriages may be had from Mr. Frölund in Fredrikssund) one must cross the bridge, and continue the walk or drive for about 3 miles, partly through wood. From the wooded hills to the left of the road there is a good view. There is a good inn near the manor-house. The estate of *Jægerspriis*, which was originally called Abrahamstrup, belonged to the Crown as early as the year 1300, but afterwards it changed hands frequently. Several of its owners were members of the royal family, the last of them was Frederik VII., but it was only his private property, and belongs now to his widow (of a morganatic marriage). The house is peculiar and old-fashioned but not particularly imposing; it is beautifully decorated inside, and the rooms occupied by Frederik VII., which contain a great many objects used by him, his drawings, &c., are still preserved intact, and can be seen. The park is open to the public, and is very interesting. One of the royal owners of Jægerspriis, the "Hereditary Prince" Frederik VII., adorned it with numerous sculptures, many from the designs of *Wiedewelt*, an excellent Danish sculptor of the 18th century. Most of them only represent great men in the history of Denmark, but some are portraits. There is also a splendid "jættestue," or large sepulchre, from the stone age in the park, which is opened. North of the park is the *Nordskov*, an extensive wood containing the largest oaks in Denmark. The *king's oak*, the largest in Denmark, is now reduced to a hollow trunk, with green branches issuing from the inside as well as from the outside of the 3 pieces which still remain. Its circumference is 42 ft., in a height 4 ft. from the ground. The *stork oak* has in the same height a circumference of 36 ft., which in a height of 24 ft. is only diminished to 32 ft.

The neighbourhood of Fredrikssund is interesting in an archæological point of view, being very rich in dolmens and other monuments. Five miles north of Frederikssund, halfway between this and Frederiksværk, is *Havelse*, with celebrated kitchen middings; and about 8 miles south, on the road to Roeskilde, is a remarkably large and fine *jættestue* near *Udleire*. A couple of miles further the road crosses a river called *Være*, where an enormous oblong tumulus marks the burial-place of *King Frode*, of whom the old legends, as related by Saxo Grammaticus, are full. Here he was buried, and on the top were the monumental stones with a runic inscription in his honour, which procured its author the crown of Denmark, it having been resolved that whosoever wrote the best poem in honour of this popular king should be his successor. Two centuries ago the stones were taken away to repair the bridge over the river, but all search for those with the inscription has been in vain. The parish uses the tumulus for a gravel pit—happily a very unusual mark of disrespect for historical and antiquarian monuments in Denmark. Archæologists would most likely prefer to drive from Frederiksværk to Frederikssund, taking Havelse by the way (about 11 miles), and to continue the journey to Roeskilde in the same manner (15 miles).

By steamer *Roeskilde* is reached in 1½ hour from Fredrikssund, and thence Copenhagen is reached in about 1 hour by rail. A visit to Roeskilde, and further excursions from there, may perfectly well be combined with the excursions we have been describing, but as most travellers would visit Roeskilde from Copenhagen direct, and few would make the round by Fredriksværk, we shall treat of Roeskilde separately.

c. *Roeskilde, with the Central and Western parts of Sealand.*

Roeskilde (Prindsen;) situated at a branch of the Issefjord, became in the 10th century the residence of King Harald Blaatand, father of King Sven, and grandfather of Canute the Great, and it remained one of the royal residences till the 15th century. It was also one of the earliest episcopal sees in Denmark, and was—until Copenhagen became the permanent residence—the most important city in Denmark, and probably the most populous, excepting perhaps the town of Sleswig. But when it ceased to be a residence, and when the Reformation had shorn the church of its splendour, Roeskilde fell into decay, and has now, in spite of recent progress, only 5000 inhabitants. Of the 14 churches and 6, conventual institutions which once existed, only the Cathedral and Vor Frue Kirke are still in use. The name is popularly derived from a King Hroe, and supposed to mean "Hroe's well;" but the king in question is a personage of doubtful historical authenticity. The locality, however, is exceedingly rich in springs, of which one, the Maglekilde, in an octagonal building at the base of the cathedral hill, yields 350 gallons per minute.

The *Cathedral* of Roeskilde is the finest and largest ecclesiastical building in Denmark, and the bishop of the diocese of Sealand (who resides in Copenhagen) is now the primate of the Danish Church. But originally it was not so. The archbishop of Denmark resided in *Lund* in Skaane, which province, since 1658, belongs to Sweden, and the cathedral of Lund was till then the foremost in rank of Danish cathedrals.

Besides its architectural merits, the Roeskilde cathedral deserves a visit as the resting-place of most of the sovereigns of Denmark.

The earliest church here was of wood and built by Harald Blaatand in 975, but in 1047 the present edifice of red brick was commenced under the auspices of Bishop *Vilhelm*, one of the many Englishmen who at the time of King Canute came to Denmark and brought with them the more advanced civilization of their country. The cathedral was consecrated in 1084, and of this earliest structure, in which a peculiar kind of brick was used, considerable portions remain. But it suffered much by fire, particularly in 1283 and in 1443, and important alterations were the consequence. It was after the first fire that pointed arches were introduced instead of round arches, which, however, still remain in many places. The towers date also from that time; but the spires were set up by Christian IV., who also added the singularly inappropriate Elizabethan west door. The numerous chapels which from time to time have been erected round the church have also contributed to mar its original appearance. For years a thoroughly scientific and careful restoration has been going on, and numerous minor mutilations are being remedied, ancient ornaments again brought to light, &c.

The dimensions are not considerable, but the proportions are good, and by degrees, as old pews and other obstructions are taken away, they appear to greater advantage. The church consists of a nave and 2 aisles; these have a clerestory and are continued round the choir. The transepts do not project beyond the aisles. Being built on an eminence the spires are seen far and wide, and altogether it is one of the finest buildings of its kind in the north.

The west door leads directly into the nave, which is 80 ft. high, and has 5 bays below the transept. The width of the nave decreases towards

the choir, which latter has a very pleasing effect when seen from the door, or better from a wooden bridge over the door connecting the two side galleries On the p'ers are suspended several old paintings which are supposed to have been altar-pieces. The pulpit dates from Christian IV.; the organ was built in 1555, and is of unusual size and excellency, it has 37 stops. There are many tombstones in the floor marking the graves of famous persons, though the oldest have almost all disappeared. The font (date 1601) stands at present at the foot of the chancel steps, the old baptistry having been taken down in 1772; but it is intended to convert one of the chapels into a baptistry, where the font will then find a place. The fine brass railing enclosing the choir was a gift of Fredrik IV. The choir is divided into 2 parts by a railing. In the front part, called *kannikechoret*, or the canon's choir, is the altar which was bought by Fredrik II. for the chapel at Fredriksborg, but when this palace was taken down by Christian IV., in order to make room for the new Fredriksborg which he began in 1602, he gave this altar to the cathedral of Roeskilde. It is ornamented with *very good carvings* representing scenes in our Saviour's life. The work is of great artistic merit, and is supposed to belong to the beginning of the 16th century, but the artist is unknown. The *carved stalls*, 21 on either side, were placed there in 1420, and are of very fine workmanship. Behind the altar is the sarcophagus of *Queen Margaret*, who united the three northern kingdoms. She died in 1412, and was first buried in *Sorö*, but next year the Bishop of Roeskilde took possession of the body by main force and carried it to the cathedral. The queen is represented in life-size on the lid of the sarcophagus, which was placed here by her nephew and successor, *Erik* of Pomerania, and is ornamented with bassi-relievi of alabaster. These had suffered very much in course of time, but have been restored.

The second part of the choir is further raised, and contained formerly the high altar of the cathedral and 2 others, which remained there with other ancient church furniture till the close of the 17th century, when this part of the cathedral was transformed into a royal burial-chapel. At last all these relics were sold in 1806 as rubbish,—a proceeding which caused just indignation amongst the educated public, and gave rise to special steps being taken by the government for the preservation of national antiquities. We may here observe that the cathedral had been deprived of its treasures before the Reformation, and but very few objects connected with its earlier history are now in existence. Several are preserved in the Museum for Northern Antiquities in Copenhagen, as, for instance, the oldest seal of the cathedral, the skull of St. Lucius its patron saint, &c. At present the *high choir*, as it is called, contains the marble sarcophagi of Fredrik IV., Christian V., and their queens; in the vaults underneath are the remains of several of the royal children. It was in 1420 that the floor was raised in this part of the choir, and many old graves were thereby disturbed; the bones of some of their occupants were however immured in the pillars, more especially those of King Harold (A.D. 985), of Queen Margaret Fredkulla (A.D. 1130), of Svend Estridson (A.D. 1076) and Bishop Vilhelm (A.D. 1076). Above the lower row of arches is a modern fresco painting representing Christ and the 12 Apostles, by *Constantin Hansen*. In the aisle of the choir is a collection of portraits of famous men connected with the church, and of all the bishops of Sealand since the Reformation. From

the southern transept the *chapter-house* is entered which was founded by a certain *Helgi* (A.D. 1128) who is buried here, as indicated by a monumental stone with inscription. Further on, adjoining the southern aisle is the sepulchral chapel of *Fredrik V.* in romanesque style with a cupola, handsome in itself, but utterly out of harmony with the church. Here are the sarcophagi of Fredrik V. and his queen, and all subsequent kings and queens of Denmark, including that of Fredrik VII. in polished oak, with a wreath of oak-leaves in solid gold; that of Fredrik V. is in marble, by *Wiedewelt*. Then follows the chapel of the *three holy kings*, with the monuments of Christian III. and Fredrik II. The chapel itself is very fine, a centre column supporting a noble vaulted ceiling, and the walls being decorated with very interesting fresco-paintings contemporary with the first erection of the chapel, now happily rescued from under innumerable layers of churchwarden's whitewash. They have reference partly to the 3 holy kings, partly to the destination of the chapel to serve as a royal burial-place. The *monument of Christian III.*, by *Corn. Floris* of Antwerp, is of the highest artistic merit. In the crypt underneath lies Christian I., who built the chapel in 1459-1464 as a burial-chapel for his family and richly endowed it. When his coffin was opened some time ago the body was measured, and it was found that although he had not been of the prodigious height ascribed to him, he still stood 6 Danish ft. in his shoes. The upper floor of this chapel forms a hall where the diocesan convocation meets. Near the west door are several minor chapels, and also along the western portion of the north aisle, amongst which the chapels of St. Brigitta and St. Laurentius contain interesting and very old frescoes. We come now to the largest of all the chapels, that of *Christian IV.*, containing the sarcophagus of this king richly ornamented with silver, as well as those of his queen, Anna Catharina; Fredrik III. and his queen, Sophia Amalia. The walls are decorated with frescoes by modern Danish artists—*Eddelien*, *Marstrand*, *Hilker*, and *Kornerup*. One of these represents the king in the naval battle at Femern, 1644, where he was wounded, and another represents him as a young man presiding as a judge in a celebrated cause, where he discovered a fraud by examining the paper on which a certain document was written, and finding that the manufacturer's mark indicated a later year than the pretended date of the document. Others are portraits of famous men of his time. In the north aisle is also the tombstone of the great Danish chronicler *Saxo Grammaticus* (A.D. 1207). On the north side of the chancel is the *porch of Oluf Mortensen* built in the 15th century, with a very richly ornamented front and the image of Pope Lucius, the patron saint of the church, painted on copper.

In the south tower is the *clock*, with figures that strike the hours; and in the northern tower is the largest of the bells, which bears the date of 1511, and has a circumference of more than 18 ft.

The cathedral is shown by the verger, who lives at the corner of *Bondethinget*, a small lane opening into the south corner of the open space in front of the west door. The fee is 1 dollar for 1 to 3 persons; 2 dollars for 4 to 10 persons.

From the gallery of the choir of the cathedral there is a passage over an archway, ascribed to and named after *Bishop Absalon* (1201), which formerly led to the episcopal palace; this latter, however, no longer exists, and instead of it is a so-called Royal palace—a very unpretending edifice, serving various public purposes.

Vor Frue Kirke offers nothing of special interest; it was formerly in

the town, but stands now outside it, and the parish is a country parish; several of the lanes near by have still the name of streets.

The church of *St. Ibs*, now used as a warehouse, erected in the 12th century, has very interesting and very old frescos.

The tower of *St. Laurentii* church forms now part of the town-hall, and is a good specimen of the red-brick Gothic.

Close outside Roeskilde is a very large lunatic asylum belonging to the city of Copenhagen, called *Bidstrup*, which is worthy of the attention of persons taking interest in such institutions. A little farther on is a small pretty wood *Boserup* (carriage 2 dollars), near which the scanty ruins of *Hebbe* castle, and a kitchen-midding.

Excursions from Roeskilde. We have already observed that Fredriksund, Jægerspris, and Fredriksværk may quite easily be visited from Roeskilde. Lovers of art may pay a visit to the church of *Skibby* (the first place where the steamer to Fredriksværk stops) containing beautiful specimens of 12th-century frescoes; similar ones exist in many old Danish churches.

Another shorter excursion is to *Lethraborg* (carriage 3 to 4 dollars), the seat of Count Holstein-Lethraborg, with a beautiful park and interesting stone monuments of great antiquity. The *valley of Hertha* (Herthadal) was formerly, but erroneously, thought to have been the centre of a peculiar worship of the goddess of *Hertha*. The ancient *Leire*, the residence of the Danish kings, or at least the kings of Sealand in the time of the Sagas, is close by, but there is nothing now to be seen. The village of *Öm* may easily be included in the excursion either going or coming, and here a very fine *Jættestue* may be seen. The key to be had from the farmer on whose ground it is. Through a passage 22 ft. long, formed by enormous stone slabs, one enters the sepulchral chamber, 22 ft. long, 5½–6 ft. high and 8ft. wide. When it was opened in 1832 it was found to contain a number of skeletons and urns. Candles or magnesium wire should be brought.

A railway has been projected and will probably be executed ere very long from Roeskilde viâ *Holbæk* to *Kallundborg* on the Great Belt, from which place formerly the mail packets for Jutland started. Now they start from Korsör, but as soon as the railway is opened to Kallundborg the old route will doubtless be re-opened.

Holbæk (Postgaarden) 18 m. from Roeskilde and also situated on a branch of the Isefjord, offers in itself nothing of interest; but *Kallundborg* (Thrane's Hotel) 30 m. from Holbæk, has a most remarkable *old church* dedicated to Our Lady; it was built in 1170 in the shape of a Greek cross, with an octagonal tower at the end of each arm, and a fifth higher than the others, over the middle of the cross supported by strong piers inside. The latter fell down in 1827, and the church was upon the whole in a bad condition; but it has been thoroughly repaired, and it is intended to renew the central tower. An interesting excursion may be made to the peninsula of *Refsnæs* with numerous dolmens. About midway between Holbæk and Kallundborg, at a village called *Faurbo*, the high road is intersected by another running north and south, and the future railway will doubtless have a station here. From this point a very interesting excursion may be made in either direction. About 5 m. of *Faurbo* is the ancient castle of *Draxholm*, the seat of Baron Adler, formerly a Royal possession. Here *Bothwell*, first the lover, afterwards the husband of Mary Queen of Scots, spent his last years, in prison, and was buried in the neighbouring

church of *Faareveile*. About 2 m. north of Dragsholm, on a narrow isthmus, is *Veirhöi*, with a truly magnificent view, the finest in Denmark, extending as far as 40 m. over a beautifully varied landscape of sea and land, corn-fields and woods. About 5 m. south of Faurbo is *Skarridsö*, a lake surrounded by lovely woods, one of the prettiest landscapes in Sealand. From here it is only 18 m. *to Sorö*.

Finally, a visit to Roeskilde may be extended to *Ringsted* and Sorö, both on the Copenhagen-Korsör line.

Ringsted (Postgaarden; Restaurant at the station) is now but a small town in a rather bare neighbourhood, but in the Middle Ages it was an important place, and *the church* dedicated to Our Lady was the burial-place of the Danish kings of the Valdemarian period, and their successors, 1182–1375. The graves were opened in 1855 in the presence of Fredrik VII., but most of them had been disturbed before. The monuments are likewise destroyed, only the brass slab covering the grave of Erik Menved (1319) and his queen remains. The church suffered much by a fire in 1806, and lost its spire, but is now being thoroughly restored; it is contemporary with the cathedral of Roeskilde, having been consecrated in 1081, but has preserved its original character better. It is one of the largest brick churches in Denmark with round arches.

Sorö (Hotel Sorö) is a comparatively modern little borough, owing its origin to a monastery of the Cistercians, which was founded in 1161, but secularised at the time of the Reformation and transformed into a public school. The great Danish writer *Ludvig Holberg*, who died childless (1754) left his large property to this institution, which is one of the richest in Denmark, having an income of about £10,000 a year. The old buildings of the school were unfortunately destroyed by fire in 1813, whereby its exceedingly valuable library was lost; and a new one was built, which is situated in a fine park close to the edge of a lake. It is seen to great advantage from the railway on coming from Korsör.

But the most interesting building here is the *old church* of the monastery, which serves as parish church, of the little town. It is 220 ft. long, 68 wide, and 52 high; the nave has pointed arches, but the original round arches are preserved in the aisles and the chancel, which is square. Numerous celebrated persons have been buried here, amongst whom *Bishop Absolon* (1201). His grave was opened in 1827 when the skeleton was found with a crozier at the side, holding a silver chalice in the folded hands. The oldest tombstone is, however, that of Bishop Krak (1300). *Holberg's* sarcophagus in marble, by *Wiedewelt*, stands in one of the vaults.

From Sorö pretty drives may be made in every direction; an interesting excursion is to *Bjernede*, a village 5 m. distant (carriage 1½ dollar), with a most remarkable *round church*, built, according to the inscription which is still preserved, by Ebbe Skjalmson, of an illustrious noble family, who died in 1150. The interior diameter is only 34 ft., and of this small space a considerable part is taken up by 4 columns with bases of granite of 12 ft. circumference each and 24 ft. high, supporting the roof. A porch and a chancel were added afterwards, and the roof was probably originally conical; but enough remains of the old structure to render this one of the most interesting relics of ancient Christian architecture in Denmark. Besides this there are only 6 round churches in Denmark, of which 4 are at Bornholm. There is an old font of granite, and a remarkable reliquary. On the return journey, *Pedersborg* church, with a carved altar-piece date about 1500, may be visited.

d. Möen, Falster, Lolland, and the South of Sealand.

In describing the route to Copenhagen viâ Lübeck we mentioned the cliffs of *Möen*, and this little island is in reality one of the loveliest spots in Denmark. Steamers for the southern islands touching at *Koster*, where the ferry is from Möen to Sealand, start several times a week from Copenhagen early in the morning. In Koster a carriage may be procured, or better ordered beforehand, for the whole distance, to *Liselund* (near the klint or cliff), or one may go by the open omnibus (2 marks) which meets the steamer to *Stege*, the principal place on the island, and take a carriage thence. Some of the steamers go direct to *Stege* (Baden's Hotel, carriages to the klint). This is a very old town, but only an old gateway now remains from its earlier days. A couple of miles out of Stege the road to the klint passes through a village called *Kjeldbymagle* with a remarkable old altar. Farther on the road crosses a marshy track, which reaches right across the island from north to south, and which originally was an inlet from the sea, separating the eastern part of the island *Höie Möen* from the rest. The village of *Borre* with its handsome church was then a thriving seaport. The hills which form the cliff now present themselves. After a drive of about 9 m. from Stege one arrives at Liselund, a large farmhouse where travellers are accommodated, and from which the cliff may be visited commodiously on foot. The hills of Höie Möen consist of chalk with layers of flint, forming towards the sea an abrupt cliff, often presenting wild and grotesque forms. The superior beauty of this cliff over so many others of the same formation consists in its rich vegetation, the top being mostly covered by magnificent beechwoods. In the morning early it is best seen from the sea, in the afternoon the sea presents a magnificent deep blue, which contrasts strongly with white cliffs and the foliage of the forest. The cliff is private property, but it is open to the public, and the owners have done all to render it accessible by walks, railings, seats, &c. Special guide-books may be had on the spot. Geologists will find a rich harvest of fossils. The principal points are the *Taler*, the *Dronningestol* (fine view), and the *Maglevandsfaldet*, a cleft through which lies an easy descent to the sea-shore; here is also a refreshment pavilion. Farther inland excellent views may be had from two hills, the highest on the island, namely *Kongsbjerget* and *Aborrebjerget*. The forest contains several tarns of unusual depth. The whole district of Höie Möen covers but a small area, a few square miles, but it is one of the most beautiful spots in the N.

The western part of Möen is rich in dolmens and other antiquarian remains, but offers too little of interest to tempt the ordinary traveller, and the same may be said of the neighbouring islands of *Falster* and *Lolland*, which are accessible by the same steamers which afford communication between Copenhagen and Möen. Lolland is accounted the most fertile and valuable part of Denmark, and is scattered over with the seats of the nobility, of which some are very handsome. The principal town in Lolland is *Maribo* (steamer to *Bandholm*, thence train to the *Hotel*) with a very fine *church*, originally part of a famous convent and monastery according to the order of the Birgittines. The cloisters, the Lady Chapel, and many other relics of the time before the Reformation, are of interest. In the neighbouring lake is "Worsaaes Öe," where a great so-called coast-find was made in 1858. The seats of *Söholt*, *Engestlofte*, *Knuthenborg*, with fine buildings and parks, are close to Maribo.

A drive of 6 miles towards the east leads to *Saxkjöbing*, near which is the manor of *Hardenberg*, the property of Count Reventlow Hardenberg, one of the finest in Denmark. A drive of the same extent from Maribo towards the south brings one to the small town of *Rödby*, on the south coast, close to which is the manor of *Christianssæde*, with some of the finest oak forests in Denmark, in which are trees of considerable size.

The return from Möen to Copenhagen may be effected through the southern part of Sealand, namely from Koster (*see* above) to Kallehave, on the coast of Sealand by ferry, and thence by carriage (to be had in the ferry-house) either direct to *Præstö* and thence to *Kjöge*, or to *Vordingborg*, which will be the southern terminus of the South Sealand Railway.

At present the high road from Kallehave *viâ* Præstö and Kjöge to Taastrup station on the railway from Roeskilde to Copenhagen affords the shortest route; but it is a very fatiguing day's journey, involving as it does more than 50 m. drive. *Præstö* is a small town of no interest, but close outside is the manor of *Nysö*, the seat of Baron Stampe, with beautiful gardens. Thorvaldsen used to spend his last summers here, and the apartments which he occupied, as well as his atelier, are still preserved unaltered; they are shown to travellers. *Kjöge*, *see* below.

Travellers coming from Lolland would cross the Sound, *Guldborgsund* which divides this island from Falster, either at *Guldborg* or at *Nykjöbing*, and proceed to Gaabense, from which a steamer keeps up a regular communication with Vordingborg.

Vordingborg (Redlefsens Hotel; Hotel Valdemar) is a very old town which flourished already in the 12th century. It was on a great Danehof or national assembly held here that King Valdemar II., in 1241, published the Jutland law, the oldest Danish statute law. King Valdemar I. built a fortified castle here, and Danish kings often resided here before Copenhagen was made a permanent residence. Of the old castle only a part of the walls, and a solitary tower called *the goosetower* because a golden goose did duty as weathercock, remain now. The key can be had in the town next door to the chemist's shop, on payment of 1 mark to the poor-box. The view is exceedingly pretty. The slopes round the ruin abound in sweetbriars, here called roses of King Valdemar.

The ordinary carriage-road from Vordingborg to Copenhagen through Kjöge offers nothing worthy of special notice, but any one who may like to explore the south-east of Sealand may do so most conveniently by stoping a couple of days at *Rönnede*, an old and very good inn about 18 m. from Vordingborg, that is about halfway between that place and *Kjöge*, or at the new inn at *Haslev* station on the South Sealand Railway. From here the following points may easily be visited, being all within a few miles distance: *Bregentved* the seat of Count Moltke, with a beautiful park (open to the public) and the best hothouses in Denmark; *Gisselfeld*, built in 1547, formerly the seat of the families of Oxe, Lykke, and others, now a convent for noble ladies, and fine gardens; *Overdreosbakken* the highest point in Sealand, with a magnificent panorama from the top. *Nysö* (*see* above) near Præstö may also be visited from Rönnede though rather out of the way. From Rönnede or Haslev a very good excursion, occupying 2 days, may be made through *Stevnsherred*. A glance on the map will show that a line from *Præstö* to Kjöge forms the basis of a peninsula, which is known as *Stevnsherred*, and is reckoned the most fertile and richest part of Sealand. The limestone rock which underlies the whole of Denmark here

comes to light in two places, partly in a cliff on the eastern shore called *Stevns Klint*, which we mentioned above in describing the route to Copenhagen viâ Lübek, and partly in the hill of *Faxö*, an ancient coral reef full of remarkable fossils. This is only 3 m. distant from Rönnede, about 7 m. from Haslev. The chalk is very extensively quarried, and a short line of railway brings it to a little harbour about 3 m. distant, where a new town, *Faxe Strand*, is rapidly rising into existence. About 5 m. further to the east is the so-called convent of *Vemmetofte*, an ancient Gothic mansion with an extensive estate adjoining, now forming an institution for unmarried ladies of the nobility of the same kind as Gisselfeld. The park is open to the public.

From Vemmetofte an additional 10 m. brings us to *Store Heddinge* (good inn) with a very remarkable *old church*, originally octagonal, now a good deal altered. Geologists will not fail to visit the above-mentioned cliff, Stevns *Klint* which is only a couple of miles distant, and where the succession of the stratum composing the cretaceous formation in Denmark, is easily and well observed. From Store Heddinge the journey should be continued to *Kjöge*, by way of *Gjorslev*, one of the oldest noble mansions now existing in Denmark, built about 1400, of very peculiar exterior, and with many very interesting details. The vaulted halls have a height of about 24 ft., and the entrance-hall, with a single central pillar, is very striking. The library contains amongst other treasures a very extensive collection of maps. The garden, which is open to the public, is very extensive (80 acres). Nearer Kjöge, about 5 m. to the south of that town, is *Vallö Castle*, now like Gisselfeld and Vemmetofte, an institution for unmarried daughters of the nobility, but originally an ancient manor. The principal part of the building was built in 1581 by Mette Rosenkrands, and is amongst the finest in Denmark. The institution is very rich, and its estates comprise thousands of acres. The interior can be seen on application to the gatekeeper, or in the office of the estate near the inn. The garden and park are always open to visitors.

The South Sealand Railway takes a more westerly course than the road, so as to come sufficiently near to the town of *Nestved*, 18 m. from Vordingborg (Hotel Vinhuset). The 2 churches contain some old carving, and near St. Morten's Church is a very interesting old timber house with carved figures, &c., a kind of which there are now but very few specimens in Denmark. The old *town-hall*, now used for other purposes, is not without interest. About 1 m. distant is *Herlufsholm*, a public school, founded by *Herluf Trolle* in 1565, and the only one in Denmark at all comparable to the old public schools of England. It was originally a monastery established in this place in 1261; at the time of the Reformation it was confiscated by the Crown but afterwards ceded to *Herluf Trolle* in exchange for Hillerödsholm, where *Fredriksborg* was afterwards built. Herluf Trolle was childless, and fell as an admiral of the fleet in a battle against the Swedes, but had previously destined the whole property to the foundation of a new school, and his widow *Birgitte Gjö* faithfully carried his intentions out. The buildings, church, &c., are shown by the servants. The church has lofty pointed arches, there is a good carved pulpit and altar. The sarcophagi of Herluf Trolle and his wife, in black marble with alabaster ornaments are very handsome, and close to them is a beautiful altar with their figures in alabaster.

About 5 m. south of Nestved is the castle of *Gaunö*, seat of Baron Reedtz Tholt, a very extensive old building,

originally a convent. The castle contains a very large collection of pictures, of which the historical portraits form the most interesting part. The castle of *Holsteinborg* and the manors of *Basnæs* and *Borreby*, with beautiful parks, and particularly the latter with very interesting buildings may also be conveniently visited from Nestved, as they are close to the high road between Nestved and *Skjelskjör*—a small town on the S.W. coast of Sealand, which may serve as a resting point. From Skjelskjör to Slagelse on the West Sealand Railway is only 10 m.

Another pretty drive of about 16 m. brings the traveller from Nestved to *Sorö* on the West Sealand Railway (*see* p. 75), past *Herlufsholm* and *Næsbyholm*, an old manor-house in a very fine situation surrounded by woods and lakes.

But the shortest and quickest way of returning to Copenhagen will be by the new railway to Kjöge, and thence by Roeskilde to Copenhagen.

The station *Haslev* on the new line was mentioned above as a good centre for excursions in the east of Sealand.

Kjöge is an old but insignificant place; the church dates from 1326. In the 17th century a manufacture of tapestry was established here, and several of the productions of this establishment are still in existence, but it soon languished and ceased altogether. The Baltic here forms a large and deep bay: Kjögebugt, where two famous naval battles have been fought; in one, 1st of July, 1477, Admiral Niels Juel defeated the Swedish fleet; the other, which took place on the 4th of October, 1710, is chiefly remembered on account of the heroism of *Iver Hvitfelt*, commander of the Danish line of battle-ship *Dannebrog;* the ship caught fire, but for fear of setting fire to other Danish ships or causing confusion in the fleet, the commander refused to seek assistance, and preferred to run the risk of being blown up. This eventually took place, and he and his crew, about 700 men, perished. Near Kjöge a skirmish took place in 1807 between an English corps d'armée and the militia of the neighbouring part of Sealand, in which the latter was dispersed.

The country between Kjöge, Roeskilde, and Copenhagen is very flat and uninteresting, and forms a strong contrast to the wooded and varied landscapes of the South of Sealand.

ROUTE 6.

BORNHOLM.

Although this little island scarcely offers enough to attract the ordinary traveller, it possesses so many remarkable relics of bygone times, that a visit richly repays those who take an interest in antiquities; and as there is a *steamer* twice a week, a few days may easily be devoted to it. The geological nature of the island is entirely different from the rest of Denmark, the original rock is here laid bare in the whole of the northern and eastern part, and although the height over the sea is only a few hundred feet, yet the forms of the rocks are exceedingly picturesque. The southern and western part exhibit on a very confined space a perfect map of succeeding silurian,

triassic, jurassic formations down to the chalk. (M. Jespersen of Rönne has published a small geological guide to Bornholm in Danish.) Instead of smiling lakes surrounded by extensive woods, which form the beauty of other parts of Denmark, we have here wild rocky coasts washed by the sea, &c. Numerous Runic stones, monuments consisting of large boulders, and ancient camps bear witness to its pre-historic population, whilst the remarkable *circular churches*, which at the same time have served as fortified towers, carry us back to the planting of Christianity here in the 11th century, and the mighty ruins of *Hammershuus* testify of the power of the church, in whose hands the island was for a long time before the Reformation.

The steamer leaves Copenhagen in the morning at 7, and arrives at *Rönne* (Dams Hotel) at 5 o'clock in the afternoon, or if it touches at the port of Ystad in Skaane, 2 hrs. later. *Rönne* is the principal town of the island, but offers nothing of interest itself. The principal excursion is to *Almindingen*, a wood which occupies the highest part of the island, 8 m. from Rönne. About a mile from Rönne to the l. is a seam of Kaolin earth, from which the china manufactories in Copenhagen get their supply. 3 m. from Rönne is a cross road leading to *Nykirke*, about 2 m. distant, l. This is one of the 4 circular *churches* in Bornholm, and probably the oldest. It consists of three parts, the rotunda, the chancel with an apse, and the porch, which is of much later date. The former consists of an annular space covered by a barrel vault, supported by a very thick central pier and the circular outer wall. In this wall is a staircase leading to the loft above, and as it is continued higher up there has probably been a third story with a timber floor. An inscription on an old door fixes the date of this church at 1287, but it is supposed to be older. Returning to the road from Rönne to Almindingen, and continuing the latter straight on into the wood, the best plan is to turn to the rt. in order to reach the top of *Rytterknægten*, the highest point on the island, on which a 40 ft.-high square tower of granite has been erected in commemoration of King Frederik VII.'s visit here. From the platform the entire island is surveyed, forming a magnificent panorama. After having enjoyed this, one should return a little way by the same road in order to take a path to the rt. leading to the interesting ruins of *Lilleborg*, which is supposed to have been destroyed about the middle of the 13th century. The island belonged partly to the Crown partly to the Archbishop of Lund, and for a long time the possession of the island was contested by force of arms; Lilleborg is supposed to have been a sort of detached fort belonging to *Gammelborg*, which is ½ m. distant and is of far greater extent, the dimensions of the latter being 840 ft. by 140. This is supposed to have been the Royal stronghold, which was taken and destroyed by the brothers of Bishop Erlandsen in 1260. There are no remains of buildings, but considerable fragments of the walls. Almindingen is intersected in all directions by pretty walks, for instance to the *Rokkesteen*, a huge rocking-stone of 200 tons weight, poised on a point so that it can easily be made to oscillate; a whole day may be spent here very pleasantly, but if time is short it is advisable to start early from Rönne for Almindingen without stopping to ses Nykirke, and one may then on the same day in the afternoon visit *Aakirkeby*, which is only 3 m. from Rytterknægten, and return in the evening to Rönne, 9 m.

Aakirkeby is remarkable by its ancient and very peculiar *church*, which about the year 1150 was brought into its present shape. The nave was divided into two by a row

of pillars and arches, supporting another arcade, which again supports a free wall reaching to the roof. There is a small baptistry with an exceedingly remarkable *font* of granite, with bassi-relievi representing scenes from the life of Our Lord, and with explanatory inscriptions in Runes and in the ancient Scandinavian dialect. There is a large square tower in 4 stories, like some of the very earliest towers in England, and undoubtedly calculated for defence. The whole is built of roughly cut blocks of black marble—of course whitewashed. In the porch are two Runic stones.

The road from Aakirkeby to Rönne offers nothing of interest, but about half-way, rt. is *Nylarsker*, a circular church like *Nykirke* but larger, and with 3 stories, of which the second has a vaulted roof like the church itself, and an altar niche. The third story has only a wooden roof, but double outer walls with openings, evidently to facilitate a defence. The material is granite.

A second excursion which occupies 2 or 3 days, includes all the principal objects of interest in the island, namely to Hammershuus and back by way of Gudhjem and Öster Larsker. Two days more would complete the round of the island, and geologists or achæologists would probably find themselves tempted to longer stay at more than one point.

The road from Rönne to Hammershuus runs in a northerly direction inside a pine wood, which has been planted in order to keep down drifting sands, and leaves to the left the coal-mines of Sorthat and Hasle, which are of importance for the island itself, though the coals (of the jurassic formation) are of inferior value to the English as fuel. About 5½ m. N. of Rönne there is to the l. near a bridge a very fine and large *Runic stone*. The little town of *Hasle*, 7 m. from Rönne, offers nothing remarkable except a fine carved and gilt altar from the 15th century in the church. 2 m. farther is *Ruth's kirke*, an old church of granite on a high hill, the first point on Bornholm that is seen on approaching it from the W. From here 2 roads may be followed either the ordinary carriage-road by Olsker to Allinge and thence to Hammershuus, and a nearer but rather bad road across the fields and a common called *Slotslyngen*. We prefer the latter, and about a mile from Ruthsker (the local abbreviation for Ruthskirke) where the road divides, we take that of the left hand towards the sea in order to inspect a very picturesque spot called *Jons Kapel*, consisting of perpendicular rocks, natural caves, huge blocks thrown down in wild disorder, over which the waves of the sea are breaking. The name is derived from a legend, to the effect that a certain missionary of the name of Jon has preached there to the heathen natives from a natural prominence of the rock called *Jons pulpit;* wild roses, alder, and ivy grow luxuriantly in the openings of the rocks. One must return by the same way in order to resume the journey to Hammershuus inside the *Ringebakker*, a fell about a mile long, falling down precipitously to the sea. The ruins soon become visible to the left, near the northern promontory of the island "Hammeren," where a lighthouse is erected.

The ruins of *Hammershuus*, 14 or 15 m. from Rönne, are not only the finest in Denmark but are quite equal in extent and beauty to many of the finest mediæval remains in other countries. The *castle* was built on an isolated rock, in the middle of the 13th century, by Archbishop Erlandsen of Lund, and in the subsequent feuds between him and his successors and the Danish kings it was frequently taken and retaken by both parties, but remained at last in the hands of the Bishops for a couple of centuries, till the beginning of the 16th century when

King Christian II. once more took possession of it; in a subsequent war between Denmark and the Hanseatic league, the forces of the latter conquered the castle and the island in 1522 and retained it for 54 years. In 1658 Bornholm was ceded to Sweden with the other Danish provinces E. of the Sound, but the inhabitants killed the Swedish garrison and returned to their old allegiance. Since then Hammershuus has been left to decay, and it was only in 1822 that a Royal decree was issued ordering the preservation of the Ruins. The principal relic of these is a huge square tower 6 stories high, a lower circular tower, the so-called "Mandeltaarn," and the walls of the church, &c. The outer walls of the fortress have been 30 ft. high and are built of granite. The view over the sea is very beautiful, and at the foot of the rocks there are 2 fine caves of which one, "den vaade Ovn," is only accessible in boats.

Through a little place called *Sandvig* the road leads to *Allinge* where quarters can be had at Hotel Hammershuus. The town has nothing to detain travellers, and next morning the journey may be resumed southwards with a view of exploring *Rö Sogn*, the prettiest district on the island. About 2½ m. S. of Allinge is *Olskirke*, the third of the circular churches, similar to that of *Ny Larsker* above described. 2 m. further on, near a farm called *Dyndalegaard*, a foot-path leads to "Amtmandsstenen" with a fine view, and through the valley of Dyndal to the shore, and along this to *Helligdommen*, a very picturesque spot, with wild rocks, caves, &c. In fine weather the carriage might be sent on to Dyndalegaard, and the distance from Allinge to Helligdommen be performed in a boat, from which the coast presents itself very well.

Gudhjem, 11½ m. by road from Allinge, is a small fishing-village, in appearance not unlike one of the smaller Norwegian towns, from which a boat may be hired for an excursion to *Christiansö*, a little group of rocks about 14 m. off, formerly fortified, but now only serving the purpose of a harbour of refuge. Starting early from Allinge one may dine at the very modest inn of Gudhjem, and in the afternoon return to Rönne, if time does not permit a longer stay. In any case, whether returning to Rönne or continuing the circuit of the island, the road passes by *Österlars* kirke, the largest and finest *circular church* of Bornholm. Here the central part of the edifice is not formed by a round pier but by a circular arcade of 6 semicircular arches resting on short massive pillars, and supporting an inner cupola; the second story is like the lower story, only square openings replace the 6 arches in the middle. The third story has double walls like those in Olsker and Ny Larsker, but in this latter and in Österlarsker they are not supposed to be original; it is thought that the circular roof rested on the vault of the second story, and that the central cylinder, to which here only a door leads, showed itself as a sort of central spire. The chancel has rounded side walls and an apse.

If the tour is extended to *Svaneke* (Carlsen's Hotel) on the E. coast of the island 11 m. from Gudhjem, a visit should be paid to *Randklöveskaaret*, a wild rocky spot on the coast just E. of *Öster Larsker*, and in the neighbourhood of Svaneke, *Louiselund*, and *Frændemark*, both with numerous fine memorial stones without inscriptions.

5½ m. S. of Svaneke is *Nexö*, and on the road thither a visit should be paid to *Paradisbakkeme*, with an old fortress called *Gamleborg*, like the one in Almindingen but much older. Remains of the walls are extant, but there is *no* vestige of cement or lime having been used in their construction. Another similar place is found

at *Rispebjerget*, an isolated hill 5 m. from Nexö and rather out of the way. From Nexö to Rönne are 18 m. by way of *Aakirkeby*, which we have mentioned above.

ROUTE 7.

FYEN.

Fyen (on German maps erroneously named Funen), which is separated from Sealand by the Great Belt and from Sleswig by the Little Belt, is one of the most fertile and best cultivated parts of Denmark, but it agrees in its natural properties and general aspect so nearly with Sealand, that the ordinary traveller who has seen the finest districts of that island, would scarcely find it worth while to spend time on excursions in Fyen.

Odense, the capital of the island, is now the second town in Denmark, and has been described in Rte. 3A, as well as *Nyborg* and the line from this place through Odense to *Strib* and *Middelfart*, and we shall therefore here confine ourselves to a very few and short indications. The finest part of Fyen is the southern, and a round from Nyborg to Svendborg, thence through Faaborg to Assens, and thence to Aarup station on the railway between Middelfart and Odense, offers a succession of pretty landscapes as attractive as any in Denmark. The rte. should be from Nyborg to *Svendborg* (21 m.) through Örbæk, close to the manor of *Örbækslund*, with a fine house erected in 1593. *Kongshöi Hammerværk*, prettily situated in a deep valley, where a little river affords the necessary water-power for the mills; *Glorup*, the seat of Count Moltke-Glorup, with a beautiful garden covering 120 acres, fine hothouses, &c.; *Hesselagergaard*, built in 1538 (near this the largest boulders in Denmark, 40 ft. high above ground, 166 ft. in circumference), past *Broholm*, with 3 pretty spires, through *Skaarup* to Svendborg.

Svendborg Vandall's Hotel; Ploug's Hotel), a rising town with 6600 inhab., has been mentioned already in Rte. 3A, together with the adjoining island of *Taasinge*. The views from the high ground behind the little town are very charming, as well as the aspect from the sea, but the town itself offers nothing remarkable. Both the churches are very old, probably of the 12th century, but offer no special attractions. From Svendborg *Taasinge* should be visited, specially for the sake of the view from the church tower at *Brei ninge* in the centre of the island, which is reputed as one of the finest in Denmark The immediate neighbourhood is rich in lovely walks and views. The road from Svendborg to *Faaborg* 16 m. leads past *Hvidkilde* and *Holsteenhuus*, with fine parks open to visitors; just beyond the latter a road turns to the right leading to *Kongshöi*, a hill with a beautiful view. *Faaborg* (Rasmusen's Hotel) on the Little Belt has a church built in the 15th century, with 20 finely-*carved stalls* in the choir, a beautifully *carved altar*, of 1511, &c. The altar now used has a fine picture by *Marstrand*, "Christ at Emaus." 3 m. from Faaborg is the manor-house of Hvedholm, built 1590, and in the village of *Horne* close by, an exceedingly interesting *church*, originally circular, now enlarged by the addition of a chancel

and a Gothic tower. Opposite Faaborg is *Lyö*, where Valdemar II. was captured and carried away by Count Henrik of Schwerin in 1223. From Faaborg one may reach Odense either by way of *Querndrup* and *Ringe*, past the interesting old seats of *Brahetrolleborg* and *Egeskov* (about 26 m.), or by the direct postal road (22 m.), which, however, is very uninteresting; or by way of *Assens* on the Little Belt (Hotel Phönix) and *Aarup* or *Breed* station on the line between Middelfart and Odense (34 m. besides the railway journey). There is a fine view from the cemetery at Assens, and excursions may be made to the woods of *Fredriksgave* and the church of *Dreslette* with a fine view. The latter points may be visited on the journey from Faaborg to Assens, and next day an excursion may be made to *Vissenbjerg* with a very fine view, about 3 m. N. of Breed station, to which one must then return.

ROUTE 8.

JUTLAND.

Jutland, or Northjutland as it is generally called in contradistinction from Sleswig the ancient Southjutland, is the largest of the present provinces of the Danish kingdom, and of more varied nature than any other. Almost all the towns are situated close to the sea, or at any rate inlets from the sea, and as those on the E. coast are mostly in direct communication with Copenhagen or Korsör by steamer, it would be impossible to point out any rte. par excellence from Copenhagen to Jutland. We shall therefore simply give an account of the most remarkable objects and places, following the E. coast from S. to N., returning by the W. coast—a proceeding which is so much the more to be recommended, as the interior almost entirely consists of extensive, thinly populated heaths, offering no inducement to the traveller.

The 2 southernmost towns in Jutland, *Kolding* and *Fredericia*, have already been sufficiently noticed in Route 3A.

From Fredericia we follow the Eastjutland Railway, and the first town is *Veile*, at the head of Veilefjord. The last part of the line before reaching Veile runs parallel with the fjord, and the view across it to the manor of *Tirsbæk* and the woods on the N. coast is very pretty. *Veile* itself (Brandt's Hotel; Hotel Royal) is a rising town of 6000 Inhab. at the outlet of a little river, and it is chiefly noted on account of its charming neighbourhood. In every direction there are beautiful walks, one needs only go outside the N. end of the town and just follow any road or path. A beautiful walk of 4 or 5 m. is along the northern shore to *Tirsbæk*, with a beautiful park and very interesting old buildings; from the hills, under which the path runs, fine views to the fjord and as far as Fyen. Boats can always be had in the harbour for a sail or excursion to *Tirsbæk*.

A drive must be recommended through *Greisdal*, a beautifully-wooded valley, which may easily be visited on foot from Veile, by *Greismills*, and *Leerbæk* to *Jellinge*, a village where the residence of *King Gorm den Gamle*, who united Denmark into one kingdom, lay, and where he and his queen *Thyra*

Danabod were buried. Two mighty barrows, almost overtopping the little church, were thrown up in memory of them, and in one of them lie the last Danish king and queen buried according to the rites of paganism, about the year 940. The burial chamber is of heavy oak timber and is rendered accessible. The key is kept in a neighbouring house. The few objects found here when the barrow was opened 1861 are preserved in the Museum of Antiquities in Copenhagen. In the churchyard are two Runic stones, the smaller one erected by King Gorm in memory of Queen Thyra; the larger one erected by King Harald Blaatand in memory of his parents. This latter is very handsome, with figures in basso-relievo; on the one side a crucified figure, on the other a dragon, round which a serpent coils itself.

From Jellinge the road turns to the S. past *Faarup Lake*, through a country abounding in barrows to *Engelholm*, a handsome old manor-house built in 1592 by Kund Brahe, brother of the famous astronomer Tycho Brahe. Through a fine little beech-wood adjoining the garden a road leads to *Engelsholms Clothmill* in a deep valley, where it is not observed till one reaches the edge of the plateau. The mill is worked by a small river which rises in the lake of Engelsholm, and after a very rapid course joins the *Veileaa*. On the other side are seen the commencement of *Randbölhede*, one of the most desolate tracts of the Jutland heath, and also some pine-plantations, intended to serve as nuclei for future forests to utilize the now useless heath. Not far from here are hills of now subdued drifting sand. The whole desolate neighbourhood to the W. of the river shows clear vestiges of having once been populous and cultivated. For return journey the shortest route is by *Bresten*, a village with a good roadside inn, and the high road to Veile about 7 m., past *Haraldskjær*, a very old, now modernised, manor-house, supposed to derive its name from Harald Blaatand. If, however, it is not too late in the day a pretty round may be made by way of *Kjelkjær* farm and *Kobbervæket* (copper-mill), joining the ordinary road at Haraldskjær. It is a long and somewhat fatiguing excursion occupying the whole day, but it gives an admirable idea of the character of the Cimbrian peninsula. The price of a carriage is 8 dollars.

Horsens, 19 m. N. of Veile, is the next town to which the railway leads. This town, too, is situated at the head of an inlet from the sea, but, though the neighbourhood is pretty, it cannot compare with Veile in this respect. Horsens (Jörgensen's Hotel; Soele's Hotel), has 11,000 inhabitants, and is upon the whole well built. There are a few old houses with carved timber, but the only public buildings calling for notice are the churches, *Vor Frelser's Kirke*, with some interesting architectural details, and a beautifully *carved pulpit*, which reminds us of the character of the work of the altar in Sleswig Cathedral, and originally belonged to the *Greyfriar's church*, one of the only 2 churches built by this order which still exist in Denmark. A short distance from the town is the *provincial prison* of Jutland, a very large and well-arranged establishment. Excursions may be made to *Boller* (3 m.), one of the most ancient manors in Denmark (the most modern part dates from 1588), near the southern coast of the fjord, and to the woods of *Steensballe* (3 m.) on the northern shore with beautiful views.

Skanderborg (Phœnix, a very modest *Inn*), 18 m. north of Aarhuus, has its name from an ancient castle which stood here till 1767, when it was demolished, with the exception of one tower and the *chapel*, now parish church. It had been the scene of many important historical

events, and often served as a residence. Near the church is a monument for Frederik VI., a marble bust on a pedestal of granite, ornamented with bassi-relievi, representing Justice, Liberty, Enlightenment, and the Institution of the Provincial Estates, established in 1834 by Frederik VI., which formed the beginning of the present free constitution of Denmark. Close by is the village of *Skandrup*, with a very peculiar church tower. The church was entirely gutted by the German troops in 1849, but is now very tastefully restored. About 4 m. to the N.W. of Skanderborg was formerly the monastery of *Veng*, of whose buildings a very interesting *church* remains.

From Skanderborg a branch rly. (17 m.) leads to *Silkeborg*, in the centre of Jutland, and in a neighbourhood exceptionally rich in forests and lakes. The line passes the church of *Dover*, with a similar tower to that in Skandrup, and leaving the string of lakes to the l. offers several fine views of the country.

Silkeborg was originally only a manor belonging to the bishops of Aarhuus, and the derivation of the name is according to legend the following. One Bishop Peter was sailing on the lake, and considering which would be the best place for a manor-house, when the wind caught hold of his silk cap and carried it into the sea. The prelate vowed that the manor-house should be built wherever the cap should be thrown upon the shore, and because it was a silken cap the house was called Silkeborg. The estate came to the crown at the Reformation, but the kings rarely come here, and the so-called "Slot" or palace is a very insignificant building. In 1845, a large paper-mill was established here, and since then a town has arisen, which has already 2300 Inhab. (Hotels: Silkeborg and Dania.)

Silkeborg is situated in the valley of *Gudenaa*, the largest river in Denmark, which here expands into a series of lakes, surrounded by dense beech-woods or steep hills overgrown with heath; here too is *Himmelbjerget*, the highest point in Denmark, from which the view, although the height is only 550 ft., equals in beauty that from many a mountain. The immediate neighbourhood of Silkeborg is exceedingly pretty and well supplied with walks and seats. In *Nörreskov*, the wood east of Silkeborg, which is traversed by the rly., the best views are from "*Ulvehovedet*" and *Louisehöi*. In *Vesterskov*, which is south of Silkeborg, about one mile off, the best points are *Frederikkehöi* and *Fredrik VII.'s Höi* (5 m. walk from Silkeborg). In the height of summer small steamers ply on the lakes, and a sail on these to *Rÿmölle* or to *Himmelbjerget* is very much to be recommended.

The principal excursion is to *Himmelbjerget*, on the S. shore of *Iuul sö*, about 10 m. drive (carriage 4 rixdols.). The view is very extensive and varied, and particularly in the afternoon or evening very characteristic. Another point of great beauty is *Tindbjerg*. There is a restaurant at Himmelbjerget. To lovers of wood and lake scenery this whole neighbourhood is an inexhaustible source of delight; those who are able to spare but a day, can manage to see the best points, by driving in the morning to *Nörreskov*, thence through *Vesterskoo* to *Himmelbjerget*, and thence home through the woods or by steamer to Silkeborg, or by rly. to Skanderborg. The new rly. will have a station at *Ry*, which is only 3 m. from Himmelbjerget.

Aarhuus (Hotel Royal, Skandinavien), 13 m. north of Skanderborg, a thriving town of 15,000 inhab., is one of the oldest in the kingdom, and as early as 948 it became the seat of a bishop. The *cathedral* is the longest church in Denmark (296 ft.), commenced in 1201, by Bishop Peter

Vagnsen of the famous house of Hvide, who died in 1204, and is buried under the altar; but much altered in the course of time. The spire, 340 ft. high, was destroyed several times, last in 1772, and has not since then been renewed; the two small towers, too, had originally tall spires. By judicious restoration most of the tasteless mutilations of later times are removed, and the original beauties of the building are brought to light again. The choir is particularly light and elegant. The altar bears the date of 1479, and displays beautiful carving on gold ground. As in many Danish churches, a ship is suspended in the centre of the cross; this particular one is a model which Peter the Great had bought in Holland, but which never reached its destination, the vessel which had it on board being wrecked on the coast of Jutland. The numerous chapels are mostly used as family sepulchres, and a great many persons known in Danish history repose here.

Vor Frue Kirke was originally the chapel of a Dominican monastery, which is still preserved to a great extent, and used as an *hospital*, and is very well worth a visit. The date of the buildings is 1280.

The *Lunatic Asylum*, N. of the town, is also noteworthy.

In the town are several old houses with carved timber framework.

The immediate neighbourhood is pretty, and *Riiskov* to the north, *Marselisborg*, and other woods along the coast to the south, afford charming excursions, though principally for pedestrians, as the latter woods are private property, and not open to carriages except on Sundays and Feast days. A longer excursion is to *Frijsenborg*, the seat and park of Count Frijs-Frijsenborg, once Prime Minister, and the largest landed proprietor in Denmark. The distance by road is about 15 m.; a carriage costs 6 rixdollars; but from the Hinnerup station it is only a walk of 6 m. The house is modern Elizabethan, and very handsome.

Between Aarhuus and the next town, *Randers*, the rly. as well as the high road cuts across the base of a peninsula formed by the sea and the fjord of Randers, which contains some of the prettiest scenery in Jutland. The direct distance is by road 21 m.; by rly., on account of the windings of the valley in which it is built, nearly 36 m. Those who wish to explore Jutland will prefer to spend a couple of days on a drive through this peninsula, sleeping at *Grenaa*, or easier, three days, sleeping at *Ebeltoft* and *Grenaa*.

For the first 10 m. the road offers nothing remarkable. After passing the village of *Skjöldstrup* it divides. One branch which we will first mention takes an easterly direction, and soon reaches the sea. After a couple of miles' drive along the shore a side road turns sharply to the left inland, which leads to *Thorsager*, which is about 4 m. out of the way, but possesses the finest and best preserved *Circular Church* in Denmark, built on an isolated hill, where in all probability was a principal place of worship for the Scandinavian deity of *Thor*. This church was built about the year 1200, by Bishop Peder Vagnsen of Aarhuus, the same who commenced the building of the cathedral at Aarhuus. The round arch is exclusively used, and the brickwork is unusually well finished. The other branch of the road from Aarhuus, leads from *Skjöldstrup* to the north past the church of *Hornslet*, having a fine altar of alabaster and carved oak, to the manor-house of *Rosenholm*, the seat of the family of Rosenkrands, 6 m. from Aarhuus. The house was built in 1569. Here a side road leads eastward to Thorsager, about 5 m. through the village of *Mörke*, with a very old church having curious sculptured stones. In any case the journey is continued from Thorsager by another and

better road, which joins the high road from Aarhuus at *Kalö Ladegaard*, originally the farmstead of *Kalö Castle*, of which the ruins situated on an island in *Kalö Vig*, a bay of the Kattegat, form the next object of our attention. It is necessary to drive about a mile towards Aarhuus to a tolerable good roadside inn, called *Rönde Kro*, whence a side road leads southwards to the Ruin. Here was originally a monastery, but in 1313 a fortified castle was built by King Erik Menved, which remained till 1674, when it was demolished in order to furnish materials for Charlottenborg Palace, in Copenhagen. Amongst notable state prisoners who have been incarcerated here, we mention Gustav Vasa, who was brought hither 1518, but escaped, and after having placed himself at the head of the discontented Swedes, accomplished the final disruption of the three Scandinavian kingdoms, and founded a new dynasty in Sweden. A massive square tower and part of the outer wall remain. The view over the sea is fine. We return to *Rönde Kro* and Kalö Ladegaard, where two main roads lead eastward, of which the more northerly road leads to *Greenaa*, past the ancient churches of *Nödager* and *Lyngby*, with very interesting Norman details, in the first a fine altar painting from 1647, and following the lake of *Kolind Sund*, originally a fjord, but long since converted into a lake by the formation of extensive meadows at its mouth.

The more southerly of the two roads leads from Kalö Ladegaard to *Ebeltoft*, past the ancient manor of *Möllerup* and the pretty old church of *Feldballe*, from whence a road leads to *Thirstrup*, quite 4 m. out of the direct way, but worthy of a visit by lovers of ancient art, on account of the church, which is not only interesting in itself, but has a very fine carved altar, and a very remarkable sculptured pulpit, which must have been brought from abroad.

Ebeltoft is an insignificant little town (Schlavitz Hotel), and the immediate neighbourhood is uninteresting, but the road from here to Greenaa leads through very pretty country. Half an hour's walk from the town is a wood called "*Skoven*," with a good view of the peninsula of *Mols*, whose inhabitants are celebrated in Danish popular tales on account of their supposed unconscionable naïveté, not to say stupidity, of which there are scores of ludicrous anecdotes. The southern extremity of Mols is formed by *Helgenæs*, which is only connected with the mainland by a narrow isthmus; in ancient times the latter was defended by a wall of which vestiges remain, and it was also fortified during the late wars between Denmark and Germany. It was from here that General Rye, in 1849, after having been obliged to retire before the far more numerous German army, took ship with his whole corps d'armée, and suddenly appearing before Fredericia far in the rear of the enemy, won the battle of Fredericia. The sea is very deep quite close to the coast of Helgenæs.

Helgenæs is said to have belonged to *Marsk Stig*, who murdered King Erik Glipping in 1286, and whose adherents afterwards caused much trouble and civil war. He is supposed to have raised the abovementioned fortification across the isthmus, and on the island *Hjelm* in the Kattegat, not far off, he is said to have had a castle, but of this no traces are found. The deed of Marsk Stig, and the events connected with it form the theme of a whole cycle of ancient ballads.

The high road between Ebeltoft and *Grenaa* (18 m.) is not particularly interesting, but there is a road between that and the shore which leads to some of the prettiest scenery in Jutland, namely, by the

manors of *Rugaard* and *Katholm*, both with very interesting old buildings from the latter half of the 16th century.

Grenaa (Hotel Dagmar) has nothing of interest beyond an old lately restored church, but a very pretty excursion may be made from here to *Benzon*, a fine old manor-house built about the year 1600, with beautiful park and woods; both from here and upon the whole from the coast near Grenaa the views over the sea are very fine.

From Grenaa to *Randers* the distance is 33 miles, and if the route is laid by *Meilgaard*, *Lövenholm* and *Gammel Estrup*, a prettier drive is not easily found. *Glæsborg* church, 7 m. from Grenaa, has a fine and large carved altar (date 1618). *Meilsgaard* was built in 1573 and is surrounded by hills from which the old red building with its woods and the sea in the background make a very charming panorama. In *Aigholm* wood, close to sea, is the celebrated *kitchen-midden*, of Meilsgaard, the first that was scientifically explored; it was discovered in 1850, and archæologists, who bring their tools are readily permitted to examine it. On the sea shore itself are dunes of drifting sand overtopping the beeches and oaks of the forest, whose green tops often are seen peeping out of the sand. *Lövenholm* is contemporary with Meilsgaard, and has a beautiful park. In the woods there are still wild stags. The church of *Auning* is very pretty and contains the family sepulchre of the Counts of Scheel, whose seat, *Gammel Estrup*, is about 2 m. further to the west. This is one of the finest buildings in Denmark of the period of the renaissance, built 1630, in a very picturesque position on one side of a broad valley. This estate has the peculiarity of never having been sold during the last 500 years, but only changed hands by inheritance. In the banqueting hall are woven tapestries of the 17th cent. Nearer Randers is the village of *Essenbæk*, with a new church containing a remarkable old font, which probably belonged to a monastery which was found here in 1040 and remained till the Reformation.

There is a direct road from Ebeltoft to Randers through *Thorsager* (*see* above) and past a fine manor-house called *Skaffögaard*, with very peculiar buildings, dating from the 16th cent., and a famous piece of carved furniture made of an oak which is still standing with its roots in the ground underneath the cellar. The dimensions are 14 feet by 12.

The railway from Aarhuus to Randers follows the valley of the *Lilleaa*, a tributary to *Gudenaa*, and where the two valleys meet, at *Langaa* is the junction with the railway to *Viborg* and the West of Jutland.

Randers (Randers Hotel, Hotel Cimbria) is a very old town, on the Gudenaa which is navigable for large merchant ships, with 12,000 inhabitants. The town is mentioned in the 11th cent., and some of the earliest Danish coin were struck here; many historical events are connected with it, but none more famous than the deed of *Niels Ebbesen*, a Jutland nobleman, who on the 1st of April, 1340, with a handful of men entered the town which was occupied by Count Gerhard, of Holstein, who was quartered there with 4000 soldiers, and penetrating into the castle killed Count Gerhard. Owing to civil war, bad administration, and the personal incompetence of the Danish king Christopher, the whole country had come into the possession of foreigners who unscrupulously oppressed it. Against this rule Niels Ebbesen raised a rebellion which ended in the liberation of the country under Valdemar III. Nothing remains now of the ancient castles which are stated to have existed here, and there are not many remains of old buildings. The

church of *St. Morten* was built in the 13th century, of red brick, with pointed arches, and has been well restored. Randers is the original seat of the manufacture of the specially so-called *Danish gloves*, and was celebrated for its salmon fisheries, which, however, have much declined on account of injudicious fishing. The fish used to ascend the fjord of Randers and the Gudenaa in great quantity, and the manors along the river derived great advantage from their *Laxegaarde* or fishing-places. Now only one remains, namely, at *Frisenvold*, 5 m. from the town. The neighbourhood is pretty; and, as this part of Jutland was densely populated in the time of paganism and even in the middle ages, there are a great number of fine old churches and other antiquarian remains.

About 5 m. south of Randers is the church of *Ölst*, built of granite with remarkable sculptures, an altar of the same kind as those of Lisbjerg and Tvenstrup, now in the museum of Northern antiquities at Copenhagen (*see* this), an ancient granite font, &c. A visit to Ölst may be combined with a visit to Frisenvold, and to *Clausholm*, with fine park and woods. It was from Clausholm that Fredrik IV., in 1712, carried away the Countess Anna Sophia, daughter of the then Lord Chancellor of Denmark, Count Reventlow, whom he afterwards made queen of Denmark.

A beautiful excursion may be made to *Fousingsö*, a lake encircled by woods and steep hills clothed with heath, particularly fine near *Lasten church*, as seen from Fousingsö mill. Near Lasten a great quantity of ornaments, &c.—more than 4000 pieces—of amber were discovered some years ago, which are now in the museum of antiquities in Copenhagen. On the journey to Fousingsö, the old church of *Bjerregrav* with a Norman doorway, under which is a Runic stone, may be visited, and the return journey should be laid through *Aalum*, with one of the finest granite churches in Norman style in Denmark. Further to the south is the fine manor of *Ulstrup*, built in 1617; in a wood close by a large Runic stone well known to archæologists in Denmark as the *Grönd'al stone*. Not far from Ulstrup was the old *Skjern Castle*, of which the foundations are still seen; it was destroyed in the 17th cent. The church of *Skjern* has a richly carved altar, and two Runic stones. Returning to Randers through *Langaa* and *Grendsten*, a third of these monuments is seen near the church of this latter village.

Interesting old churches are also to be seen in *Borup*, 3 m. N. of Randers, with a very fine carved altar, *Hald* (granite) also with a carved altar, formerly in St. Martins in Randers, about 7 m. N.E. of Randers; *Holbek* with remarkably flat vaults of granite, *Örsted* with fine Norman doorway and sculptures and very old font, *Veilby* with a similar doorway. The last 3 may be combined with a visit to the manors of *Stövringgaard* (now a convent for unmarried ladies of good family) and *Stenalt*, viz., from Randers to Stövringgaard, thence viâ Nellerup, by "the ferry" across Randersfjord, thence to Holbek, and by Örsted, Veilby, Essenbæk back to Randers.

The country between Randers and *Aalborg* on the Limfjord, about 50 English miles, is not sufficiently interesting to compensate for the tediousness of a journey by road, which may be performed by two different routes, viz., *either* by way of *Hald*, *Hadsund* ferry on the Mariager fjord, near which is a large kitchen-midden on the manor of *Havnö*, past *Visborggaard* (1½ m. out of the way to the right), a very fine old manor-house, built 1575, and *Lindenborg*, the seat of Count Schimmel-

mann, erected in the 15th and 16th cents.—*or* by way of *Hobro*, past *Borup* (*see* above) and North of Hobro, through the extensive forest of *Rold*, round which a little nest of old manor-houses cluster, amongst which *Nörlund* is the most interesting.

The railway leads through a hilly country in about one hour to *Hobro* (Fogtman's Hotel), an old town but entirely rebuilt after two great fires in 1812 and 1813, with about 2000 inhabitants, at the head of the long and narrow Mariagerfjord, surrounded by very steep hills which entirely conceal it till one is quite near. The *church* is new but has an old font and a good carved altar from 1699; by the church a Runic stone. There are pretty walks along the fjord, but the best excursion is to *Mariager*, 8 m. east of Hobro on the fjord (steamer daily; Reddersens Hotel). This miniature town owes its existence to a famous Birgittine convent and monastery founded about the year 1400 in this pretty and secluded spot. But little of the monastic buildings and only a part of the church remain, and the latter has suffered dreadfully from churchwarden improvements, but the tall elegant pillars and pointed windows, the old carved altar, &c., will not fail to interest the lover of architecture and antiquities.

Aalborg (Hotel Phœnix; du Nord, &c.), on the Limfjord, with 12,000 inhab., is not only an old town (coins were struck here by king Hardekund, who reigned in 1035–1072), but no other town in Denmark proper has to such an extent preserved its ancient appearance, which, however, the improvements so-called of modern times are effacing by degrees. Numerous narrow and steep alleys and five small brooks traverse the town, which consequently is rich in old bridges and all kinds of curious nooks and corners. Amongst the private houses in old style the best is *Jens Bangs Gaard*, built 1623 now a pharmacy, and the *house of King Hans*, which is much older. It is reported that the king died here in 1513. Numerous interesting old fragments may be found by strolling about the town, particularly near *Österaa*. There are now only two churches, of which *Vor Frueskirke*, built about the year 1100, is the finest. More particularly an *ancient Norman Doorway* may be mentioned as deserving of notice. The old monastery of the Holy Ghost is still used as a *Hospital*, and has preserved many old features.

The *Limfjord*, which is here only 600 yards wide, does not really deserve the name of a fjord in as far as it is not a closed inlet of the sea. In ancient times it was so, and since 1822 it is again really a sound, 50 m. long, connecting the North Sea and the Kattegat and converting the extreme North of Jutland into an island. As late as the 11th century this part consisted still of several islands, which a subsequent slow upheaval of the soil has united by transforming the intervening sounds into low meadow tracts.

This northern extremity of Jutland is in many respects very interesting, and no traveller in Jutland should fail to pay a visit to it. For the eastern part—which is called *Vendsyssel*, and whose inhabitants, the *Vendelboer*, have made themselves famous for their obstinate love of liberty and their dogged resistance to royal and ecclesiastical power—Aalborg forms a convenient starting point. Those who are pressed for time may content themselves with an excursion to *Skagen*, or as our English sailors have dubbed it *the Skaw;* but several days may very pleasantly be spent on exploring the country. The railway from *Nörre Sundby* on the northern shore of the Limfjord, opposite Aalborg to Fredrikshavn on the eastern coast viâ Hjörring is in course of construc-

tion and will soon be finished, but from Fredrikshavn to Skagen the carriage-road must still be used. If a more complete tour is intended, one should go by road from Aalborg to Sæby and thence by Fredrikshavn to Skagen, and either the same way back to Fredrikshavn and by rail to Hjörring, or by road along the west coast to Hjörring; from whence one might *either* reach Aalborg by rail, and then visit *Thyland*—the north-west corner of Jutland—by steamer on the Limfjord, *or else* proceed to *Løkken* on the shore of the North Sea, and follow this as far as *Thisted*, the principal town of Thyland. We describe the more complete tour, from which selection may be made.

The Limfjord is crossed between Aalborg and Nörre Sundby on a pontoon bridge, the rapidity of the current, the depth of the water, the quality of the soil and the violence of the floating ice in spring, rendering the construction of a permanent bridge resting on piers, a work of great difficulty and expense.

From *Nörre Sundby*, opposite Aalborg, two main roads and a railway start; the latter as well as one of the roads to the north, the other road in a westerly direction to Thisted. The high road to the north soon divides into two branches, one proceeding straight north to *Hjörring*, the other, which we now have to notice, in a north-easterly direction to *Sæby* (28 m.). About 10 m. from Nörre Sundby, just before reaching the modest inn of *Hjallerup*, the road crosses *Örum Moor*, famous for the not unfrequent appearance of a mirage representing the church of *Örum*, a couple of miles away, reflected in a sea with wooded islands. The centre and south-eastern part of Vendsyssel is distinguished by a range of hills with peculiar short and abrupt outlines, and deep valleys of which the steep sides are covered with rich wood, called "den jydske Aas." The first spur of this, the hills of Altrup, is passed between Nörre Sundby and Hjallerup; one of the main ridges rises just beyond Hjallerup, and is called *Allerupbanker*. From a point close to the high road, where this crosses the summit of the range, there is a very fine view of the whole country, and close by, to the right, appears a beautiful and characteristic wooded tract called *Dromingslund Storskov*, which is rich in fine walks and views. It has its name from the neighbouring manor of *Dronninglund*, formerly a convent called Hundslund, afterwards Royal property. From several points in the wood the manor-house, with its two square towers, appears. About 2 miles on, and 16 miles from Norre Sundby, is *Flaunskjoldkro*, a very modest roadside inn where a side road leads to the right to *Voergaard* (2 m.), one of the finest buildings in Denmark. This old manor once belonged to the Bishops of Börglum or Vendsyssel, but came after the Reformation into the possession of private owners, amongst whom *Ingeborg Skeel*, the wife of *Otto Banner*, built the principal part of the present (1588–1591) house, though parts are older. It is of red brick, ornamented with a profusion of excellently wrought sandstone sculptures, with spiral staircases, all sorts of curious niches, and passages, and a prison-cell, "the Rosodont," concerning which such dreadful ghost stories are told, that not even the boldest miscreant will pass a night there without confessing his crimes. Numberless are the legends told of the lady who built this handsome pile, and of the shifts to which she was put in order to pay for the erection of this great work; but for these we have no space. In the neighbouring *Voer church*, is a splendid monument erected by her order for herself and her husband; there is also a fine carved altar. A small river, *Voersaa*, flows towards the Kattegat not far from Voergaard, and after passing

another manor-house, called *Rugtved*, a modern Gothic edifice, it winds through a very narrow valley with fine beech-trees along the side, whose tops meet over the water, and one may row a couple of miles under this delightful canopy from Rugtved to the sea. Beyond Flaunskjold the road from Nörre Sundby runs across the spurs of Iydske Aas past some old unpretending manors, corn-fields, and meadows to *Sæby* (Harmonien), a little borough on the shores of the Kattegat, which owes, if not its existence, at any rate its prosperity, in the Middle Ages, to the existence of a rich convent of which now only the lofty but narrow church, with a fine carved altar, remains. A side chapel with a huge central pier supporting a handsome vaulted roof, is at present walled off from the church and used as an engine-house. The town has considerable fisheries particularly of turbot. Opposite Sæby is the island of *Læssö* surrounded by dangerous sandbanks, whose inhabitants have preserved a handsome mediæval costume, but which otherwise offers nothing of interest. The distance from Sæby is 14 m. and the excursion at best a very rough one.

The neighbourhood of Sæby to the W. and N. is very pretty; a charming walk of a couple of miles leads through a winding valley and fine woods to *Sæbygard*, an ancient manor with fine old buildings. Other pretty points may be visited on the way to Fredrikshavn by choosing a somewhat winding rte. further inland, instead of the ordinary high road which follows the seashore (8 m.). The principal points should be *Oxenhede*, *Karup Kirke*, *Thronhaven*, *Understed Kirke*, *Rosengaarden*, *Vrangbæk*, *Studebakken* (fine view), *Flade Kirke*, and *Bangsbo Skov*, all pretty and characteristic specimens of Danish landscape-beauty.

Fredrikshavn was formerly called *Fladstrand*, and was 120 years ago merely a fishing-village on the ground of the manor of *Kniveholt*, whose owner, in 1740, sold it to one of the inhabitants for the sum of 440*l.* sterling. It is now a rising town, and by the railroad from Aalborg it is placed in direct communication with the whole continent. It is expected that a considerable traffic from Sweden and Norway will be led this way by means of it. There is a harbour of refuge, which is sought by hundreds of vessels at a time during winter when navigation in the Kattegat is exceedingly difficult and dangerous. Many of the inhabitants obtain a livelihood by the oyster fisheries carried on a little N. of the town; the oysters, commonly called *Fladstrand's östers*, are very much appreciated in Denmark; they are much larger and richer, but not so delicate as the English natives.

Opposite Fredrikshavn are the islands of *Hirtsholmene*, which consist of an enormous quantity of boulders covered by a very thin layer of earth. They are very dangerous to navigation, and there is a lighthouse to warn the vessels that approach them. Their population consists mainly in rabbits, of which there are countless multitudes.

From Fredrikshavn to Skagen the distance is 22 m., mostly a sandy and heavy road. A few m. N. of Fredrikshavn the country becomes bare, and vast moors extend in every direction. A very peculiar formation is here observed, consisting of so-called *Dopper* and *Rimmer*—the former being strips of meadow-land 20 to 40 ft. wide, sometimes a mile or two long, running parallel with the coast, but at a considerable distance from it, and separated from each other by "Rimmer," sand ridges 10 to 16 ft. high and overgrown with heather. Presently the road leads through a large fishing-village *Aalbæk*, opposite the oyster-banks in Aalbæk bay, and at the basis of the

promontory of the Skaw. From Aalbæk on the Kattegat to the North Sea shore there are only 5 m., which are gradually reduced to 2 at the town of Skagen, about 12 m., in a straight line from Aalbæk. The whole promontory is covered with drifting sand, forming ever-shifting hills, and it is only where a little brook affords the necessary moisture that a verdant turf is produced.

The town of *Skagen* had formerly not inconsiderable corn fields, but all is buried under the sand, and so is the old Gothic church, of which only the square tower is still visible. The sand itself is not destitute of nutriment for vegetation, and with the aid of fish-manure very fair crops of barley are raised; but the ground is unstable, and a strong gale may all of a sudden whirl up the sand and destroy the vegetation. Nor do the never-resting winds allow trees or shrubs to grow unless tended by especial care, such as have nursed the small plantation near the residence of the Byfoged or principal magistrate. Round the cottages of the fishermen nothing grows but "marehalm" (*Elymus arenarius*), of which the rigid stems and leaves reach as high as the roof. The history of Skagen is a history of gales, and sand-drifts, and shipwreck, and its great events are such as the drift of 1775 when the *old church* was buried, or the gale of "little Christmas eve," as they say in Denmark, meaning the evening before Christmas eve, 1825, when 50 richly laden merchantmen went on shore, &c. Here is plenty of work for the rocket apparatus and the lifeboat; and many a tale of gallantry—how often a mournful tale—is found in the annals of Skagen. In the wall of the *new church* there is, for instance, a handsome basso-relievo in memory of the sad accident on the 27th Dec., 1862, when the lifeboat was upset, in an attempt during a furious gale to save the crew of a Swedish brig; the whole crew perished, but a public subscription was opened, and 3500*l.* were collected for their 7 widows and their children, and Danes and Swedes in London placed the tablets here *in memoriam*. It is one of the wildest and most desolate spots in the world, yet within a couple of hours' journey from fertile, peaceful, and idyllic rustic landscapes. To the long straggling town of Skagen the railway will never penetrate; for miles S. of it the only track along which horses can draw a vehicle is just along the edge of the sea, where the water cements the sand into a temporary firmness. Where the small brooks which exist in this sandy desert join the sea it is necessary to turn right into the latter and round their mouth, because only a small portion of their course is above the sand and visible, their main course is below the sand, through which horse and carriage would sink. At Skagen there is a *Lighthouse* of the first order, and a so-called signal station, through which passing ships can communicate the fact of their passage to their owners by flag signals, which are duly reported and published.

The return to Aalborg may be made by road as described to Fredrikshavn, and thence by rail viâ *Hjörring*—a line which does not call for further notice—or one may drive to *Hjörring* by way of the western coast of the promontory. In this case one would follow the road or track towards Fredrikshavn as far as *Torreverre rende*, a brook surrounded by a fresh green oasis, and then cross from the E. to the W. coast, where a similar oasis is found at *Kandestederne* (salvage station). In the neighbourhood of the latter place the cliffs exhibit extensive layers of *Martörv*, a peculiar kind of semi-fossil peat, and they are in many places crowned by co-called *Steensletter*, large spaces covered with stones as firmly and closely joined as if they had been paved with art. At *Tversted* (very modest inn), which

is just at the base of the promontory of the Skaw, the road to Hjörring turns inland, past the old manor-house of *Odden*, built in the 14th century. The distance from Skagen to Hjörring by this road is 32 m., and as the horses hardly exceed a foot-pace, it is rather fatiguing, though the peculiar character of the country prevents its being tedious.

From *Hjörring* (Hotel du Nord), which does not offer any special attraction to tourists, the road and railway to Nörresundby go almost in a straight line past the old convent of *Vreilev* (l. 8 m. from Hjorring). Far more interesting is the round by *Lökken* and *Blokhusene*. *Lökken* is a small market borough on the coast of the North Sea, about 10 m. S.W. of Hjörring, whose inhabitants trade to Norway and England, but whose streets are paved with nothing but drifting sand.

Two miles inland is *Börglum Kloster*, originally a royal residence, and mentioned as such in 1086, since 1128 a monastery, which at the time of the Reformation had grown very rich, and was the residence of the Bishop of Vendsyssel, now in private hands. The church which served as cathedral is now a parish church, and the exterior of the building has still preserved its peculiar character. Just outside is *Baadhoi*, an eminence from which 44 churches can be counted. The road leads towards the S. through a number of villages to *Hune Kirke* (with a Runic stone), from whence a visit may be paid to *Blokhusene*, a little group of houses in green meadows surrounded by sand-hills on the shore of the sea, about 2 m. out of the way. From Hune the road turns to the S. E. to *Aaby*, with a good inn. Scarce 2 m. E. of Aaby is the boundary of the *Vildmose*, an extensive moor covering about 50 square miles, and entirely impassable, as the greater part of it has the character of a quagmire. It appears that at the bottom trees are standing erect, proving that it owes its existence to a subsidence of the ground, which is so much the more remarkable, as otherwise the whole of this country has been subjected to an upheaval in historic times. About 1 m. to the S.W. of Aaby is the manor of *Birkelse*, with a beautiful garden. Nearer Nörre Sundby the old moated manor-house of *Rödslet* with buildings of the 16th century is observed. The whole distance, including the visit to Blokhusene, is about 40 m.

The western division of the land N. of the Limfjord consists of *Thyland*, which forms the N.W. corner of the whole peninsula, and which is best explored from *Thisted*, the principal town, situated on an arm of the fjord, and of the so-called *Hanherreder*, a strip of land between the Limfjord and the North Sea, connecting Vendsyssel with Thyland. Thisted may be reached by road from Nörre Sundby through the *Hanherreder*, and the different points of interest visited on the road; but the better plan is to take steamer from Aalborg to *Aggersund*, which serves as a centre for the *Hanherreder*, and from thence again steamer to Thisted.

The Limfjord, which at Aalborg has a width of barely 500 yards, and on the whole course from its mouth at *Hals* on the Kattegat to Aalborg a distance of 17 m., scarcely ever exceeds a mile in width, widens almost at once W. of Aalborg into a so-called Breding, viz., *Nibe Breding*, containing a number of small islands and 3 larger ones, *Eegholm*, *Gjölland*, and *Öland*. The latter is rich in beautiful timber, and will be noticed below. The Breding has its name from the little town of *Nibe* on the southern shore, where the steamer stops. Farther W. the fjord again becomes narrower, the width being reduced to 300 yards at *Aggersund*, where a ferry is established. On the *southern* shore is *Lögstör* (Hotel du

Nord, Limfjorden), a new place which no doubt soon will become an important town. The navigation of the Fjord is very difficult here on account of sand-banks, and a canal has therefore been cut about 2½ m. long, whereby these are avoided. From Lögstör a visit may be paid to *Salling* church (4 m.), a beautiful granite church of the 12th century, with nave and 2 aisles, each with an apse, &c. If, however, the object is the exploration of the land N. of the Limfjord, the traveller ought to stop at or return to *Aggersund* inn on the N. side of the fjord, near the still-visible site of Aggersborg, an old Royal residence.

From Aggersund three excursions may be recommended to *Öland*, to *Svinklöv*, which may be partly united, and to *Bulbjerg*.

The road to *Öland*, which is the same going and coming, leads toward the east through the village of *Beistrup*, from which the fine cromlechs at *Gundelstrup*, may be visited, and *Haverslev* to *Kokkedal*, a beautiful old manor-house in a charming situation, then past *Bratskov*, another old manor-house, and *Broost church* with a very fine *altar-picture* and some beautiful old vestments to a little hamlet called *Öxeby*, whence a road leads to Öland. The sound is very shallow and in most places a man can wade over; in 1857 a labourer in doing so felt something heavy round his ancle, which turned out to be a massive gold ring, worth 130*l*; which is now in the Museum of Antiquities in Copenhagen. According to tradition, a naval battle was fought here in very remote times. The manor-house of *Oxholm* was formerly a convent called *Ökloster*, and the church is still tolerably well preserved in its original state; it is of very fine proportions. The woods (nearly 1000 acres) are delightful, but it is necessary to bring provisions, as there is no inn, although there are two large villages.

To *Svinklöv*, a very remarkable and picturesque chain of chalk-hills on the north coast, the road goes by *Skjærpingegaard* with a fine *Jættestue*, and the very old manor of *Aagaard* with numerous barrows, old camps, &c., which abound in the whole of this tract. Near Aagaard is St. Jörgensbjerg, where a great battle in 1442 was fought between the ever rebellious peasants and king Christopher, in which the latter was victorious, mainly because the men from Thyland and Mors deserted their comrades the Vendelboer. An old ballad describing the event is still preserved, and to this day the latter taunt the traitors with their conduct on that occasion. Close by is *Fjerridslev* village, with an inn; whence the road leads to *Hjortsdal* village just inside the hills. From the top of these, fine views of the *Jammerbugt*, a bay of the sea whose name, meaning the Bay of Woe, is not inappropriate, inasmuch as numerous wrecks stretching their black ribs out of the sand tell a mournful tale of frequent disaster. To the east of the cliff is a village called *Lerup*, where the carriage should be left in order to explore on foot the *Fossedal*, a deep and picturesque valley. Through another valley, called Langdalen, we return to *Lerup*, and thence to Aggersund past *Bratskov* and *Kokkedal* (*see* above). The excursion occupies the whole day, but repays the trouble.

Bulbjerg is a similar cliff to *Svinklöv*, and about 12 miles farther west; in front of the cliff is *Skarreklit*, an isolated rock 60 feet high, round which the sea rushes foaming and thundering, whenever the wind is high. The distance from Aggersund is about 17 miles, and there are two roads, the ordinary high road and a side road across a new dyke which has been thrown across *Bygholm Veile*, a shallow inlet, formerly a sound connecting the Limfjord with the North Sea, but which is now

being laid dry. In any case, it is convenient to stop at *Bjergets Kro*, an inn about two miles from Bulbjerg, and leave the horses there.

West of Lögstör the Limfjord widens considerably, forming Lögstör or Liv Breding. From this Breding Bygholms Veile stretches far away to the north almost reaching the North Sea, to the south are seen the high cliffs of the island of *Fuur*. To the east of Fuur a branch of the sea penetrates southward about 15 miles into the land as far as *Skive*; to the west of Fuur, *Sallingsund*, which in part is very narrow, separates the peninsula of Salling, behind Fuur and formerly itself an island, from the island of *Morsö*, which bounds Lögstör Breding to the west. Morsö is bounded to the north and west by Fæggesund, Thisted Breding, Vilssund, and Visby Breding; which latter unites with Sallingsund, south of *Morsö*, forming Kaas Bredning and Venö Bugt. From Venöbugt the Othesund leads into Nissum Bredning, which again is connected with the North Sea by the Agger Canal. These alternating sounds and Brednings give to the Limfjord a very peculiar character, and the whole country bears the most unmistakable stamp of being, as it were, only half emerged from the sea. The cliffs at Fuur, Morsö, &c., consist of *Moleer* apparently a kind of clay, but entirely consisting of the shells of *Diatomaceæ*. The steamer crosses the Lögstör Bredning in a straight line from Lögstör to Fæggesund, and soon reaches *Thisted* (Hotel Aalborg), prettily situated on the northern shore of Thisted Bredning, a rising town particularly since the formation of the *Agger Canal*, in 1825, again opened communication with the North Sea. The church is handsome but there is nothing else to draw attention.

Three miles from Thisted is the village and church of *Sjörring*, with the remarkable *monument of Bishop Magnus* of Börglum 1065. Quite close by is *Sjörring vold*, the remains of an ancient Royal castle. A large lake formerly an inlet from the sea and afterwards artificially kept in open communication with the sea, formerly washed the foot of hills, but has now been laid dry, and converted into grazing land of amazing fertility. Everywhere barrows, dolmens, old camps and fortifications meet the eye, and many of the old Danish ballads refer to this neighbourhood.

About twenty miles south of Thisted was *Vestervigkloster*, one of the most remarkable ecclesiastical institutions in Denmark, founded in 1110, of which now only the *church* remains, an imposing structure (200 feet long) built of granite. We mention particularly several *sculptured stones*, of which one doubtless represents the patron saint of the monastery, *St. Thöger*. In the churchyard is a huge tombstone with two crosses and a marginal inscription in very old character, now illegible. Tradition, however, says that under it rest the sister of king Valdemar II. called Liden Kirstin in the ballads, and her lover Prince Buris, who seduced her. The king killed his unhappy sister, and the Prince was cruelly tortured and imprisoned for life; but they were eventually, according to the ballad, buried in one grave. The sepulchre in question is really double and contains the bones of a man and a woman. *Vestervig* is very well worth a visit and there is a tolerably good *Inn;* there is daily *mail* to and from Thisted which conveys passengers. Three miles south of Vestervig is *Agger Canal.* The last Bredning of the Limfjord *Nissum Bredning* is separated from the North Sea by a narrow strip of land, through which the sea from time to time forms openings, which again close up. It is certain that the communication was open in the 11th century because it was through this that St. Kanut intended to sail with the

large fleet which he had collected with a view of landing in England and wresting its Crown from William the Conqueror, when the latter by means of bribery frustrated the plan. But Saxo Grammaticus, who wrote about the year 1200, says that at that time there was no outlet. The present opening was made in a tremendous gale, accompanied by a high tide, on the 3rd of Feb. 1825, and the channel then formed is still open. The protecting sandhills were destroyed at the same time, and the sea is constantly encroaching here. Already 3 villages have by degrees been swallowed by the waves, and the place where the church of Agger stood is now far in the sea.

An excursion to *Hanstholm* and *Hansted Fyr*, on the north-west corner of Jutland (14 miles), affords a very striking illustration of the peculiar characteristics of the country;—everywhere isolated groups of hills are surrounded by level meadows, evidently old arms of the sea, and the local names confirm in the most unmistakable manner the belief that Thyland was in the Middle Ages an archipelago. A frequent phenomenon here is the so-called *Jordfald*, when the ground suddenly gives way and falling in forms a sort of caldron. It is here and in the island of *Morsö* close by, that earthquakes are felt more than in any other part of Denmark, and the geological strata bear witness of violent revolutions.

The island of *Morsö* is best explored from *Nykjöbing* (Traps Hotel) on the east coast, which is reached by road from Thisted, crossing *Vilssund* (*see* above) about 8 miles south of Thisted, by ferry. The distance between the two towns is about 18 miles. The northern extremity of the island is called *Fæggeklit* and presents an imposing cliff when seen from Fæggesund. The name is derived from a mythical King *Fengo*, or Fegge, who killed his own brother *Haavdevendel*, with whom he shared the dominion, and married his widow. But the murdered king's son *Hamlet* avenged the deed by killing Fengo; and this is one of the several local traditions in Denmark which form the substratum of Saxo's story which afterwards served Shakespeare for a theme. The place of Fegge's castle and his grave are shown. Of such old camps or fortified places, there is a very great number on the island.

Whilst the eastern part of Jutland abounds in fine manor-houses of the 16th century and older, those in Thyland and Morsö have mostly disappeared. A very interesting exception is *Höiriis*, 4 miles south of Nykjöbing, which is not only very old but in good repair. There is a very fine banqueting-hall, and as the moats are full of water, and the new buildings kept in the old style, the mediæval character is well preserved. An old tradition says that once on a time the lord of Höiriis discovered a criminal connection between his wife and some friend; he ordered her to be immured in the castle whilst the faithless friend was drowned in the moat. This old legend has by accident been verified; for some time ago a part of the wall between two windows in the hall fell down and disclosed a cell in the thickness of the wall lined with oak timber and containing a female skeleton; and that of a man was soon after found in the moat. The pretty church of *Lierslev* contains splendid monuments to the memory of former owners of Höiriis. Between Nykjöbing and Höiriis about 3 miles from the former is a ferry across *Salling Sund* and from the opposite side, a drive of 15 miles through *Salling* one of the most fertile parts of Jutland leads to *Skive* on the railway from Langaa (Aarhuus) to Holstebro connecting the east and west coasts of the Peninsula.

The most interesting point in Salling is the manor-house of *Spöttrup*,

10 m. W. of Skive, near the Sound, which divides Salling from Morsö, but not easily visited from Morsö, because the nearest ferry (Ny Mölle-ferry) does not convey carriages and horses. It may be visited on the road from Nykjöbing to Skive, if one has started early from Nykjöbing, as it is quite 9 m. out of the way. This old manor-house, built in the 16th century with double moats, &c., is perhaps the best specimen in Denmark of a fortified nobleman's seat of the Middle Ages; but it is unfortunately in a somewhat dilapidated state.

From *Skive* (Larsen's Hotel) one may either proceed by railway eastwards to *Viborg* and thence viâ Langaa to Aarhuus, thus concluding the tour of Jutland; or one may after visiting Viborg return to Skive and proceed westwards to *Holstebro* on the *Storaa*, a river flowing into the North Sea, and thence visit *Ringkjöbing*, *Varde*, *Esbjerg* and *Ribe* on the W. coast. The only very interesting point of these is *Ribe* which may be visited just as easily from Kolding or Hadersley, particularly when the proposed railway to Esbjerg is finished.

VIBORG (Freisler's Hotel, moderately good), is one of the oldest and most remarkable towns in Denmark, and should on no account be left unvisited by any traveller in Jutland. It was the capital of Jutland, the principal seat of national worship (Vebjerg is "the sacred hill"), the place where the national assemblies were held, kings elected, laws given, ages before the era of written history, properly so speaking. The first Danish coins were struck here, and here the Reformation in Denmark took its beginning. No town in Denmark is so intimately connected with the history of the Danish realm through the whole of the Middle Ages. It has now lost its ancient splendour, and the inhabitants number only 6500. Only two churches out of twelve remain, of which one *Sönder-sogns kirke* formerly belonged to a Dominican monastery, and possesses a *very fine* altar originally at Fredriksborg; the other is

The CATHEDRAL, which deserves the special attention of lovers of architecture. This church was founded in the early part of the 11th century, but rebuilt in the 12th century between 1130 and 1170. Some years ago it was found to be in so bad a state of repair, owing to frequent fires which had weakened the roof and caused the stones to crack, that it had to be closed, and thanks to the liberality of Parliament and plentiful private subscriptions, a sum of 35,000*l.* has been raised for its restoration, 1870–1872. The old church was of hewn granite, and the restoration is carried on in such a manner, that stone by stone is taken down, and replaced in its proper place after being cleaned—except in case it be faulty or unsafe, when new stones are substituted; at the same time mutilated ornaments are repaired, windows which have been walled up opened, &c. The style is purely Norman, or, as it is called here, Byzantic; nothing but round arches, timber roof over the nave, an exquisite apse with open gallery. The chancel is raised, and under it a very interesting *crypt* is still entirely untouched since it was built. When finished it will be one of the very finest specimens of Norman architecture on the continent. The frequent fires and restorations have destroyed almost everything in the way of monuments and church furniture, amongst these the tomb of King Erik Glipping, murdered in Finnerup 1286, by Marsk Stig. For more than four centuries after that deed, a special service called *Vaadesangen*, "the song of woe," was performed daily in the crypt. One of the few remaining relics is a coloured seven-armed candelabra, 9 feet high, of brass.

A beautiful excursion from Viborg is to *Hald*, 6 m. distant (3-4 dollars for a carriage). The drive goes first across open heath, formerly, and probably as late as the beginning of last century, dense forest, of which remains are still in existence round the *Lake of Hald*, one of the most beautiful spots in Denmark. The castle of Hald is a classic locality in mediæval Danish history, and numberless ballads and legends refer to it; but of the old buildings only ruins are now left. Of late years the heath near this lake has been regularly used for camps, where several thousand men are brought together at a time for military manœuvres. At that time everything is life and bustle, and the long array of white tents on the brown heath make quite a picture. Beyond the smiling environs of Hald, the *Ahlhede*, the most desolate tract in Jutland, spreads far and wide, and from some of the hills, particularly *Dollerup banker*, there are highly interesting and characteristic views.

From Skive to *Holstebro* by way of *Struer*, a landing-place on the Limfjord (oyster-fisheries), there is a distance of 27 m. The journey offers nothing very remarkable except the granite church at *Sal*, near the station of *Vanderup*, with a fine old font and a beautiful altar in basso-relievo, of gilt copper like those of Ölst, Lisbjerg, &c., but better preserved than any of these—*Eising church*, 3 m. from Vinderup, from the 12th or 13th century; *Rydhave* manor, fine old buildings and garden, 1 m. from Vinderup.

At *Holstebro* (Schaumburg's Hotel) the railway terminates at present, and further excursions on the W. coast must be made by road. 18 m. N.W. of Holstebro is *Lemvig* (Sand's Hotel), on the southern shore of Nissum Bredning, from which an excursion may be made to *Bovbjerg*, similar to those noticed above to *Svinklöv, Bulbjerg*, &c.

Close to *Lemvig* on the road to Ringkjobing is the very interesting old granite church of *Romb*. The direct road from Holstebro to Ring-Kjöbing has first a westerly direction, and then joins the road from Lemvig to Ringkjöbing, not far from the old and interesting manor of *Nörre Vosborg*. Nearer Ringkjöbing are the two equally interesting old granite churches of *Staby* (side road at *Ulfkjær kro*, a decent roadside inn), and *Hee* close to the road, and near the large *Stadilfjord*, which is now being reclaimed by an English company.

Ringkjöbing (Sperling's Hotel) is a very modest little borough at the N.E. corner of Ringkjöbing fjord, which has the appearance of a lake separated from the sea by a narrow strip of land, like the one which separates Nissum Bredning and Nissum fjord from the sea, and like these perforated by a narrow channel which is constantly changing its position. In the southern part of this fjord fertile marshes are in the process of formation.

A postal road goes in a straight line eastwards from Ringkjöbing to Silkeborg (54 m.) across a flat and treeless country.

Another road connects Ringköbing with *Varde*, 36 m. to the S. The original name of *Varde* (Lasson's Hotel) was Warwith, and it is mentioned already in the 12th century, but there are no historical relics of any kind, and the neighbourhood is flat and treeless, as, indeed, the western part of Jutland generally is.

An interesting excursion may, however, be made from here to *Esbjerg*, about 8 m. S. of Varde, where a new and large harbour is being built, in order to accommodate the export trade of agricultural produce to England, and where a town is already coming into existence, which will be connected with the fertile parts of Eastern Jutland by means of a railway. From Esbjerg, half an hour's

sail takes one to *Fanö*, the northernmost of that series of islands which gird the coast of Southjutland. The women of Fanö do all the work on shore, plough and reap, whilst the men are away on the sea; they have a pretty costume, and wear masks to protect them against the sun during their hard work. The Fanömen build and own a proportionally considerable number of ships. Near the S. end is a *Fuglekoje*, like those on the Frisian islands (*see* Rte. 3).

Ribe, now the southernmost town in Denmark, is 26 m. from Varde, and is often mentioned in Danish history. A Royal castle existed here from the 12th to the 16th century, but now even the ruins have disappeared, only the ramparts and moats are left. Ribe was also one of the earliest centres of Christianity in Denmark. The first church was built here in the 9th century, and that was the second church built in Denmark; the first being that of Slesvig, then generally called Hedeby. Ribe was at that time a flourishing commercial town, and it remained a wealthy and important place during the whole of the Middle Ages; but inundations, fire, war, pestilence, and now lately the separation of Slesvig from Denmark, have well nigh destroyed the town.

The *Cathedral*, one of the most interesting in the N., was commenced in 1117, and constructed with stone from the neighbourhood of Andernach on the Rhine. In style it also reminds one forcibly of the contemporaneous buildings in that part of Europe. Numerous village churches in the neighbourhood have been built in imitation of it, both as to style and material. It has, however, suffered by later additions and restorations. The nave and the aisles are in pure Norman style, the 2 outer aisles have slightly pointed arches. The apse, the doorways (sculptures in granite), and the columns of the gallery and the great *cupola* are particularly interesting. The great spire fell down long ago.

The church of *St. Catherine* was part of a dominican monastery, which is now used as an hospital; the cloisters are walled up. The episcopal residence and the town hall are interesting relics of the 15th century.

From Ribe one may enter the duchy of Slesvig either by the road to Tönder and the W. coast, or by the road to Haderslev, on the eastern railway, and thus bring the tour of Jutland to a close.

ICELAND, BY THE ORKNEY, SHETLAND, AND FÆRÖE ISLANDS.

Steamers from Copenhagen to Iceland now run regularly, stopping at Aberdeen or Leith.

Steamers weekly, from Granton and Aberdeen, call at Kirkwall in Orkney, and Lerwick in Shetland.

The Orkney Islands

form a group of 67, of which about 30 are inhabited. Of these Pomona, or Mainland, is nearly as large as all the rest put together. Kirkwall, the capital, is on the E. coast of Pomona, and Stromness on the W. They are the two largest towns. Near the latter are the celebrated "standing stones of Stennis," which, though inferior in magnitude, have some of the mystery and singular character of its S. rival Stonehenge.

These islands are most irregular in form, being separated from each

other by narrow straits, and penetrated with deep sounds in all directions. They are mostly low and bare, except upon the W., where the cliffs are bold and rugged. The inhabitants make hardy and excellent seamen. Cattle and wild fowl abound; and these, with the produce of the fisheries, kelp, and a few small manufactures of wool and linen, comprise the chief support of the people. Kelp is the staple commodity for export, and gives employment to several thousand hands. Moor game is met with in great numbers. Pop. 30,441.

Kirkwall is said to have been founded in 1138, by Ronald, Count of Norway; it was formerly the residence of the sovereign Earls of Orkney, the ruins of whose palace still exist, together with those of the bishop's palace, and the castle. The cathedral is a large and massive Gothic edifice, of about the same period and style as that at Trondhjem in Norway. In some parts it is very beautifully ornamented.

Both the Orkneys and Shetlands formed part of the Norwegian dominions down to 1469, when James III. of Scotland married Margaret, daughter of Christian I. These islands were then given in pledge for part of the dowry of the princess; and, as that was never paid, they have ever since remained annexed to the Scottish crown.

These islands are much frequented by vessels calling here for provisions, &c., and afford admirable sketching ground for the marine painter. On the N.E. are

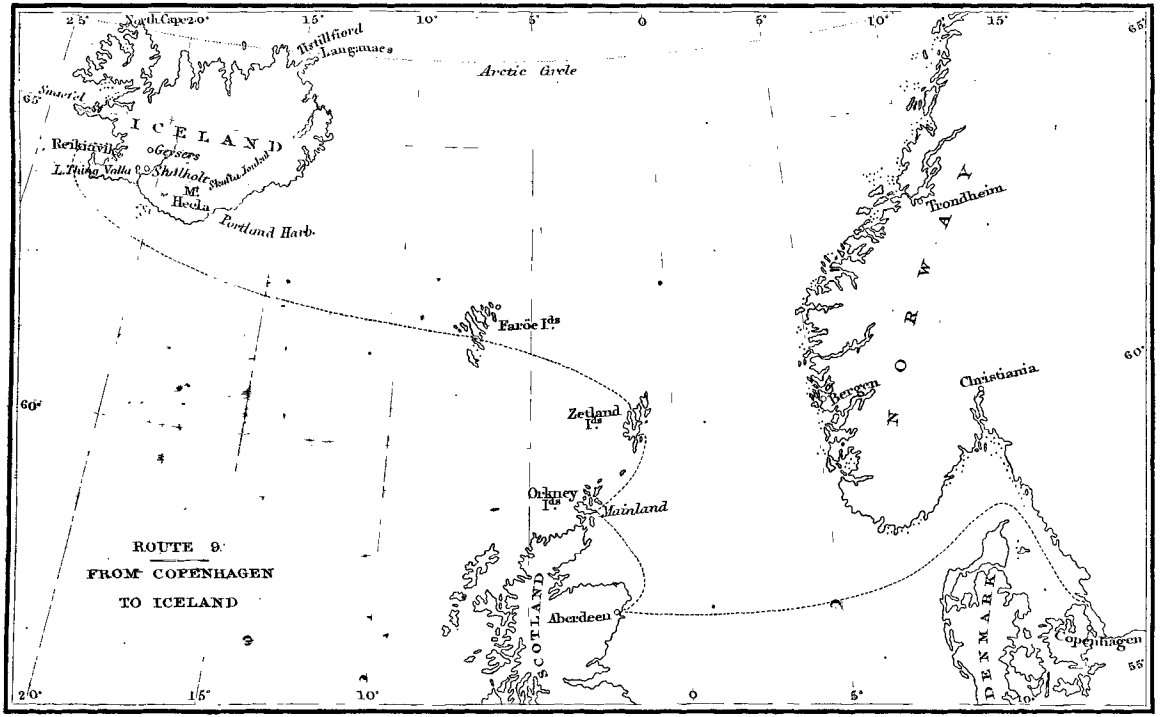
The Zetland or Shetland Islands.

Their number is 86, but of these only about half are inhabited. The largest, Mainland, itself looks more like a group of islands, so extensively and curiously is it indented and cut up by deep sounds. *Lerwick*, the capital, is situated upon the E. side of this island, and opposite the island of Bressay, which forms Bressay Sound, one of the finest harbours in the world, and the rendezvous of all the vessels engaged in the whale-fishery. Off Bressay is the Noss, a circular rock rising perpendicularly from the water to a vast height. The communication between Noss and Bressay is maintained by ropes stretched across, along which a cradle is hauled, containing the adventurous passenger. These islands are completely denuded of wood, although formerly large tracts must have been covered with forest, as appears from the trunks of trees dug out of the extensive mosses. The land is very rugged though not mountainous. It is calculated that the whole of the islands comprise about 20,000 acres of arable land, and about the same of good meadow; this is about $\frac{1}{20}$th of the whole surface, the rest of which is chiefly common and waste, affording scanty pasturage for horses, cattle and sheep, all which, though small, are of good quality. The wool of the sheep is celebrated for its exquisite fineness, and is largely manufactured by the inhabitants for a variety of objects. The coasts abound with fish, and the great branch of Shetland industry consists of the cod and ling fishery, which renders the men employed in it admirable seamen. Their landlords furnish them with boats and nets, on condition that they shall have the fish taken at a fixed price. The population of these islands in 1841 was 30,355.

The rocks upon the coasts are exceedingly steep and bold, in many places hollowed into deep caverns, and broken into precipices and cliffs of every variety of form. The heavy seas, which continually break with fury among these islands, form a sublime and ever varying scene. Myriads of wild fowl inhabit the rocks.

The Shetlands are believed to have been originally peopled from

Map to the Handbook for Northern Europe.



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Norway. In the 9th century they were conquered by the Norwegian king Harald Harfager, or the Fair-haired; and from that time to 1469, as before stated, remained a portion of the Norwegian dominions. Amongst the natives, the Shetlands still retain the ancient Norwegian name of *Hjaltland*.

The Færöe Islands

lie to the N.W. of the Shetlands. This group comprises 35 islands, 17 of which are large, and, as well as some of the smaller ones, are inhabited. Strömsöe is the largest; and *Thorshavn*, the only town and seat of government, is situated on the E. side of it. The winters here are seldom rigorous, and the frosts last little more than a month.

The hills in these islands rise from 1000 to 2800 ft. above the level of the sea, and they are most interesting ground for the geologist. The prevailing rocks are green-stone and clay-stone of various kinds. The trap rocks are celebrated for the splendid zeolites they afford.

The population of these islands is about 7000. The inhabitants are chiefly engaged in breeding sheep, in the fisheries around the coasts, and in collecting eider-down, &c.

The Færöe islands form part of the Danish dominions. These islands were discovered during the 9th century, by the Norwegians, who formed a settlement there. They gave them the name of *Færöer*, from the word *faar*, which in the old Scandinavian language signifies *sheep*, because that animal was found in sole possession of the islands. The wool of the sheep, like that of the Shetland breed, is very fine; and its manufacture affords both profit and occupation to considerable numbers of the inhabitants.

ICELAND.

This *Island* lies upon the N.W. of the Færöe Islands, and also belongs to Denmark. By the last census its population was upwards of 60,000. Iceland is about 220 Eng. m. in length, by 210 in breadth, and contains about 40,000 square m.

The only months proper for visiting Iceland are June, July, and August; the two latter are the best.

Danish silver coin is the only *money* in use in Iceland. For value, &c., see INTRODUCTION.

REIKIAVIK is the modern capital of the island, and chief place of trade. The town is a collection of wooden houses, ranged along the beach. The only stone building is the *Cathedral*, unpretending but ancient, and not distinguished for architecture. The font is by Thorvaldsen, and his gift.

In addition to the *steamers* from Copenhagen, there are sailing-vessels during the summer going to Denmark, and occasionally to Liverpool.

The primitive wants and habits of the Icelanders are such that no inns are to be met with, except at Reikiavik. Travellers may readily obtain comfortable quarters in private houses. It is customary also to resort to the village churches for shelter or a night's lodging. At the farmhouses there is generally a "*gjæst rum*" (room), containing, as in Norway, the family wardrobe. No one, however, should visit Iceland who is not prepared to encounter considerable hardships in making excursions into the interior of the country. A tent should be taken from Reikiavik.

As there are no *roads* in Iceland, the only mode of travelling is upon foot or horseback. The horses are most hardy and sagacious little beasts, and in going through boggy or other difficult ground should always be allowed to select their own path. Ponies can be obtained at a

moderate price for the journey, and when it ceases the traveller can obtain back good part of what they cost.

The chief places of interest are Mount Hecla, and the Geyser hot springs mentioned below; horses and guides for visiting them may be obtained in Reikiavik. On the way to the Geysers the traveller should halt and explore *Thingvalla*, 35 m. from Reikiavik, a broad green plain isolated by two black chasms, the Almannia Gja and the Hrafna Gja; an extraordinary plateau, the result of ancient volcanic action, intersected by thousands of fissures. In the midst a platform, isolated by deep gorges on all sides but one, where it is accessible by a natural causeway, the Parliament of Iceland, *The Althing*, one of the oldest in Europe, held its meetings. From the *knoll*, at one extremity of the platform, laws were proclaimed and trials held.

It is a ride of nearly 15 hrs. from Thingvalla to the Geysers, crossing midway the *Bruará* river, which is fordable, except in the middle, where a fragile bridge is formed of planks resting on rocks, beneath which the midstream rushes down in a cataract. The noble *basaltic caverns*, upon the coast of the Bay of Stappen, may be easily visited by water from Reikiavik.

Iceland has truly been called "a wonderful island, a land of prodigies, where the subterranean fires burst through a frozen soil, where boiling springs shoot up their fountains amidst eternal snows; and where the powerful genius of liberty, and the no less powerful genius of poetry, have given brilliant proofs of the energies of the human mind."

Strictly speaking, Iceland is nothing but a chain of immense rocks, the highest of which range from 3000 to 6000 feet, and are capped with glaciers and snow, beneath which burns a perpetual fire in every part of the island, bursting forth in the most singular and fearful phenomena.

The predominating rocks are trap and basalt of great varieties. The latter forms immense masses of pillars, similar to those of the Giants' Causeway in Ireland. There are several formations of lava, and some of the streams are of great extent.

Of the seven *volcanoes* still in an active state at times, and which in the course of the last 100 years have emitted 20 eruptions, that of *Mount Hecla* is the most celebrated. It is 5212 feet high, and only 10 Eng. m. distant from the S. coast. Sir Joseph Banks and his party are recorded as being the first persons who ever ascended Mount Hecla; the natives, partly from fear and superstition, never having made the attempt. This was in 1772.

The *hot springs* are amongst the most extraordinary that are to be found in any part of the globe. They are very numerous in Iceland, and of various degrees of temperature. The most remarkable are called the *Geyser*, which rise in a marsh of ½ a mile in circumference, situated near *Skalholt*, in a deep valley, surrounded in the distance with Mount Hecla and other snow-capped mountains. There are about 40 springs here, which throw up boiling water, spray, and vapour to a great height. These eruptions are not continuous; their approach is announced by a sound like that of subterranean thunder, immediately after which columns of water, accompanied with prodigious volumes of steam, burst forth, and rise to the height of from 50 to 150 feet. The water soon ceases, but the spray and vapour continue to rise for hours, and when illuminated by the sun produce the most brilliant rainbows. The largest spring is of an oval form, with diameters of 58 and 64 feet. Great stones, when thrown into the orifice, are propelled to an amazing height, and often remain for some minutes within the

influence of the steam, rising and falling with singular alternations. Stones thrown into these springs have the singular effect of acting as a stimulus to the eruption, and causing the water to rise from a state of inactivity. These fountains are surrounded with varigated and beautiful petrifactions of white stone arising from the falling spray. Sir Joseph Banks found the springs in this valley to be as much as 212° Fahrenheit. The natives use these hot springs for boiling their food, manufacturing salt by the evaporation of sea-water, and a variety of other useful purposes. "Mutton and fish are thoroughly boiled in 6 minutes, and taste excellently," care being taken to prevent the vapour entering the pot.

"The atmosphere of Iceland also displays its prodigies. Through the air, which is at times filled with little icy particles, the sun and moon appear double, or assume extraordinary forms: the aurora borealis reflects a thousand different colours, and everywhere the magical illusion of the *mirage* creates phantom scenes."

The climate is very uncertain, and cultivation of the land most precarious. When the huge mountains of floating ice chance to become fixed in the northern parts of the island, all hope of cultivation ceases for a year or two, a frightful degree of cold diffuses itself through the whole island, the winds bring with them complete columns of icy particles, vegetation is entirely destroyed, and famine and despair overwhelm the inhabitants.

The rearing of cattle is a great object of industry with the people. But the chief support of all classes here arises from the cod fisheries around the island. The rivers also abound with *salmon* and trout. Wild-fowl, including the swan and eider-duck, are found upon the coast and about the lakes in immense numbers, and form a most important addition to the food and trade of the people. Guns are not allowed to be fired near the islands round the coast during the breeding season of the eider-duck. In the interior of Iceland wild reindeer are very numerous upon the mountains, and ptarmigan are met with in immense numbers.

There are no trees of any magnitude in Iceland, and the people are driven to all sorts of expedients for fuel.

A singular feature here is the vast quantities of drift-wood which are annually thrown upon parts of the coast; some is brought even from the Missisippi by the Gulf-stream. Doubtless it was the observation of these quantities of drift-wood which led the inhabitants to the discovery of America.

Iceland appears to have been visited by Irish prior to its discovery by Gardar, a Dane, about the year 860. It was colonized by Ingolf, a Norwegian, in 874. Considerable numbers of Norwegians subsequently settled here, and it became an independent republic. Christianity finally became the religion of the country, A.D. 1000. In 1264 Iceland was annexed to the Norwegian crown; and, upon the union of Norway with Denmark, became, and has ever since remained, subject to that country.

The early history of Iceland abounds with interest. It became the chosen retreat of religion and learning during the dark ages which succeeded the fall of the Roman empire, and was at that time perhaps the most enlightened country existing. But one of the greatest events connected with this wonderful island, is that of the eastern coast of North America having been discovered and colonized by Icelanders more than 500 years before the reputed discovery by Columbus in 1492. The Icelandic Sagas prove that the American coast, as far S. as Long Island, was discovered in 986, and the first

settlement made in Massachusetts in 994. Occasional intercourse appears to have been kept up with America down to the 14th century, when it was discontinued. It is upon record that Columbus visited Iceland in 1477, and it is probable that he then obtained all the information which the carefully preserved Sagas and other documents contained as to America. See 'Discovery of America by the Northmen in the 10th century,' by N. L. Beamish, 1841. Also the 'Letters of Columbus,' edited by Major, and published by the Hakluyt Society, 1847.

The general diffusion of knowledge which took place in Iceland during the period of its prosperity, is still continued in a degree unknown in any other country. It often happens that travellers may find their guide address them with fluency and elegance in Latin. During the long winter nights the reading of the ancient Sagas and the classical writings of antiquity is a favourite occupation with families, each taking it by turns to read while the others work.

The ancient Scandinavian language remains that of Iceland, but Danish is now very generally understood throughout the country.

The Icelanders are a religious people; and Dr. Holland mentions that one of the stated nightly occupations of the father of a family is the instruction of his children in knowledge, religion, and virtue.

The people generally are most primitive and independent in their manners; but they are honest, hospitable, intelligent, and desirous to oblige. The costume of the women is very picturesque.

A list of 120 works upon Iceland will be found in *Von Troil's* 'Letters on Iceland,' translated by Costa, London, 1783, by which it appears that, in 1772, Sir Joseph Banks made a considerable Icelandic collection, including a number of manuscripts, which he presented to the British Museum. No one should visit Iceland without having read beforehand, or taking with him, the charming volume, Lord Dufferin's 'Letters from High Latitudes.' Forbes' 'Visit to Iceland' is also a good book. Dr. Holland's and Dr. Henderson's 'Descriptions of Iceland' are still standard works, though published before 1825.

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HANDBOOK FOR TRAVELLERS

IN

NORWAY.

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1.—ROUTES FROM ENGLAND TO NORWAY.

THE access to Norway is now as easy as to any other part of the Continent. Those who dislike the sea, by going to Hamburg and Kiel *via* Calais or Ostend, Cologne, and Hanover, can limit the actual sea-voyage to a very few hours; but the quickest and cheapest route is by steamer from Hull to Christiania.

a. A steamer leaves Hull every Friday evening, and arrives at Christiania on the following Tuesday, after touching at Christiansand on the Sunday.

b. From Leith to Christiansand; a good boat once a fortnight in 45 hours, the shortest sea-passage to Norway.

c. The steamer *North Star* goes direct from London (Lower East Smithfield Wharf), every other Friday—to Christiania, touching at Christiansand—returning every alternate Thursday. Fares, 4*l.*, 2*l.* 13*s.* 4*d.*, and 1*l.* 10*s.*

There is likewise a weekly steamer to Christiania from Copenhagen as well as from Kiel, the former touching at Gottenburg, the second at Korsör in the Great Belt, and at Frederikshavn.

All these steamers touch at the intermediate ports in the Christiania Fjord. One of the Hull boats, the "Scandinavian," plies once a month in summer to Bergen or Trondhjem from Christiansand. The Hamburg and Amsterdam boats also touch there, and, weather permitting, meet steamers going westwards round the coast to Bergen, Trondhjem, and Hammerfest, &c.

There is also weekly communication by steamer between Hamburg, Christiansand, Bergen, and Trondhjem.

A steamer runs from Hull to Bergen every 3 weeks during the summer. Fares, 3*l.* 3*s.* Agents, Messrs. Wilson & Co., Hull.

2.—MONEY.—MEASURES.—WEIGHTS.

Accounts are kept in Specie-Dollars, Marks or Orts, and Skillings.

24 Skillings make .. .. 1 Mark, or Ort.
5 Marks .. .. 1 Specie-Dollar.

There are no gold coins in Norway. The current money is of paper, silver, and copper. The paper is issued by the National Bank, and may be taken with perfect security. It passes current for its full value throughout the country. The notes are as follow:—For 1 specie-dollar, on white paper; 5, blue; 10, yellow; 50, green; and red, 100.

The silver comprises pieces of 1 specie-dollar, ½ do.; 1 mark, ½ do., or 12 skillings; and ¼ do., or 6 sk. Most of these are new and handsome coins; in addition to these there is abundance of small debased Danish coin still in circulation, which was issued during the war from 1808 to 1814, and which now passes current at a discount, viz.: 4-skilling pieces at 3 skillings, and the 8 skillings at 6. The copper money comprises pieces of 2, 1, and ½ sk. All these Danish coins are to be called in, and Norwegian of the same value to be issued. In the S. of Norway the piece of 24 sks. is called a Mark, but in the W. and N. an Ort.

The *exchange* is regulated by the Hamburg quotations. Of late years it has ranged from 4 ds. 40 sks. to 4 ds. 60 sks. for the British pound sterling. The specie-dollar, therefore, for common purposes, may be taken at 4*s.* 6*d.*; including bankers' commission on bills, the latter must always be the price calculated upon. The English value of the Norwegian money, therefore, will stand thus:—

	s.	*d.*
1 Skilling, about	0	0½
1 Mark, or Ort, about	0	10¾
1 Specie-Dollar	4	6

In speaking of dollars, they are called "species," the dollars being dropped. One of the most important requisites to attend to in Norway, when not in a town, is to be amply provided with *small* money; for change even for a piece of a few skillings is most difficult to obtain, and if travellers are not prepared with the exact amount they have to pay for horses, &c., they must usually either give more than is due or be involved in much delay and annoyance. Change may generally be obtained at the post-offices in the large towns—the banks, however, are the best places, but they are only open for about an hour every morning. The best money to take is the 5 and 1 dollar notes, and coin, from pieces of 1 mark down to those of 2 sks. It is in some parts difficult to change a note above 1 Daler value, so Campbell advises to take 1 Daler notes in preference to larger.

The Danish paper and silver dollars pass current in Christiania (but not in the interior) for their full value; the same description of Norwegian money will not be taken in Sweden or Denmark, except at a loss of 3 or 4 sks. each sp.-dollar. Swedish paper will not be taken in Norway.

Measures.—12 inches make 1 foot, and 2 feet 1 ell. The Norsk foot is equal to 1·029 English.

The *Norsk mile* is 12,320 Eng. yards, or 7½ Eng. miles.

In superficial measure, by the term "a tönde of hard corn" is meant as much land as can be sown with 1 barrel or tönde of rye, 1 of barley, and 2 of oats. The land measure is the "Töndeland," which is 100 square Norwegian ells; this comes near to an English acre. The fourth part of a Töndeland, or 50 square ells, is called a "Maal Jord."* 16 Norwegian square feet will make as nearly as possible 17 English square feet.

Weights.—2 Lods make .. .. .. 1 Unze.
8 Unzes .. .. 1 Mark.
2 Marks .. .. 1 Skaalpund.†
100 Skaalpunds .. .. .. 1 Centner.
12 Skaalpunds .. .. .. 1 Bismerpund.
3 Bismerpunds .. .. .. 1 Vog.
16 Skaalpunds .. .. .. 1 Lispund.
20 Lispunds .. .. 1 Skippund.

In the S. of Norway the Skippund, Lispund, Bismerpund, and Skaalpund are used. In the W. and N. the Vog, Bismerpund, and Skaalpund.

3.—PASSPORTS.

Passports are not required; but any one visiting Norway, and intending to return through any part of the Continent to England, should be provided with a Foreign Office passport, *visé* by the Norwegian and Swedish Minister, or Consul.

4.—MODES OF TRAVELLING.—INNS, RAILWAYS, STEAMERS, BOATS, CARRIOLES, FOUR-WHEELED CARRIAGES.

All travellers in Norway must be prepared for some inconvenience and discomfort, even on the main roads, and for a great amount of dirt, and sometimes, though rarely now-a-days, even of hunger, unless they carry their own provisions, on the by-roads, in the remote parts of Norway.

Modes of Travelling.—The modes of travelling in Norway have

* 4 Maals equivalent to an acre.
† 100 Skaalpunds Norsk are equal to about 110lbs. Eng. avoirdupois, or 10 per cent. more.

greatly improved of late years, and on some of the principal inland lakes steamers regularly ply, viz. on the Miösen Lake, on the Oiern Lake, on the Randsfjord, on Storsöen, on the Nordsöe, and on the Bandagsvand.

On the Miösen at the northern terminus of the rly. from Christiania to Eidsvold, 2 steamers run every week-day to Lillehammer, at the N. extremity of the lake, touching at some of the principal places *en route*, so that it is possible to reach Gudbrandsdal, a distance of 133 Eng. miles from Christiania, within the day, at an expense, including the rly. and steamer fares (1st class), of rather less than 2½ sp.-d., about 11*s.* English.

Norway is capital ground for a pedestrian tour.* The usual mode of traversing the land routes is, however, by posting, which is admirably arranged to suit the wants and convenience of the people. Calculating the dollar at 4*s.* 6*d.* Eng., the average cost of posting per English mile for each horse will be about 3*d.* from "Fast stations," and 2*d.* when not from a "Fast station." Throughout the country there are station-houses erected at certain distances upon the roads, and the distance between each forms a stage.

It is only at the FAST stations that regular post-horses are kept, and this arrangement is now very generally introduced on the main roads. Where it is not the case, the farmers (Bönder) in the district are obliged by law to provide horses in turn; and as these have frequently to be brought from a distance, it is usual, in order to avoid detention, to send a "Forbud" (avant-courier) beforehand, who carries with him any luggage the traveller may not have room for. The "forbud-seddel" or note may be sent by post.

The *manner* of sending Forbud is fully explained further on, § 6. It consists in forwarding a notice to each station where horses will be wanted, stating the day and hour of the traveller's intended arrival. In a few places where bridges have been erected a toll is payable until the expense has been repaid. Turnpikes there are none. The roads are all kept in repair by the adjoining landowners.

Inns.—In Christiania there are several hotels. The Victoria, the Hôtel du Nord and "Scandinavie" are considered the best. In Trondhjem there is also tolerable accommodation at the Hôtels d'Angleterre and Bellevue, also at Lillehammer. The inn at Aak in Romsdal is deservedly commended, that at Eidfjord is comfortable. Many of the Station Inns are very comfortable, and, except in rare instances, can always offer wholesome food, though not always meat. The Norwegian innkeepers are an independent class, and by no means so obsequious as those of some other countries; while perfectly civil, they do not readily

* See W. M. Williams's agreeable volume, *Through Norway with a Knapsack*, 1859.

yield attention to travellers who give themselves airs: they expect polite treatment, and will bestow it in return. The *Station-houses* are the inns of the country. The proprietors are small farmers, or small country traders (Landhandlers): they are bound to find travellers with beds and food at prices fixed by a tariff in each district, and which is upon the most moderate scale. On the main roads, and at all the larger stations, if a proper selection be made, it is generally possible to get into good quarters, with clean beds, every night; and a tolerably good and warm meal may be obtained, if ordered beforehand by the Forbud: but when travellers deviate from the main roads, it is prudent to take some portable provisions, such as biscuits, portable soup, and perhaps an uncooked ham, for such emergencies. The lake and river *Trout* are a great delicacy, obtainable almost everywhere, and duly appreciated by hungry travellers. Smoked salmon is a prevalent provision. Fladbröd is a wheaten cake, resembling oat cake, and compared by one English traveller to the bottom of a hat-box, when the paper is stripped off. Good coffee, milk, cream, and black rye-bread, and in the season strawberries (Jordbær) and molteberries (Moltebær), *Rubus chamæmorus*, may be generally obtained everywhere.

Railways.—There are now open lines from Christiania to Eidsvold, about 42 English miles; Christiania by Kongsvinger and Arvika in Sweden, to Stockholm, about 400 English miles. From Drammen about 42 English miles; Hamar to Grundsæt, about 22½ English miles; to the Randsfjord, Trondhjem to Stören, about 47 English miles.

Steamers.—As a general rule, berths should be secured as soon as possible. The sea-going steamers are described above, and the period of their departure and arrival will be explained hereafter. Besides these, there are now numerous steamers plying on the inland lakes. Between Christiania and Trondhjem there is a steamer each way nearly every day, as well as a weekly steamer along the coast from Christiania to Christiansand, Bergen, Trondhjem, Tromsöe, and Hammerfest, touching at all the intermediate stations; also from Bergen to Stavanger. Another steamer runs from Hammerfest to Vardöe and Vadsöe at the entrance of the White Sea every fortnight, thus completely encircling Norway by steam communication.

From Christiania to Christiansand there are steamers 3 times a week, and from Christiania to the different towns and ports in the Christiania Fjord 2, and sometimes 3 steamers daily.

The fares on board all these vessels are low; the cuisine and wine good, and very reasonable. The coasting steamers are generally much crowded during the summer. They are small, as the shallowness of the water in the passages they have to navigate between the islands will

not allow of vessels of a larger draught; but they all take carriages, the freight of which is, for 4 wheels equal to one and a half ch. cabin fare; for 2 wheels, half that sum. The fares are charged, Chief Cabin, 15 sk. (about 7*d.* English) per Norsk *sea* mile, 4 English, with a deduction of 12 sk. for every 20 sea m.; and also of 25 per cent. upon the total amount of the fare where two or more persons are travelling together; but the latter deduction is confined to husbands and wives, parents and children. Fore cabin, 10 sk. per Norsk sea m., and no deduction allowed.

As the days become shorter towards the end of the season, alterations are obliged to be made in the times of arrival and departure of some of the steamers. As a general rule, therefore, before starting to join a steamboat in Norway, and particularly on the West Coast, care should be taken to enquire up to what time the printed lists issued by the Government may be relied upon. They cease running in the winter.

Inland Steamers run on the Miösen; Tyri and Hosfjord; Kröderen; Randsfjord, and probably on Tinsöen; on Nordsöen and Hitterdals Vand, in Lower Tellemarken; and Bandags Vand, in Upper Tellemarken; and Storsöen in Österdal. Steamers also run on the following fjords:—Between Bergen and Bolstadören, on the Sogne Fjord, to all the principal places; also on the Hardanger, Nord, Sond, Romsdal, Stor, Surendal, Sundal, and Hevne Fjords. The traveller is particularly advised to make every enquiry concerning their routes, before leaving for the interior.

Boats.—Formerly the only means of travelling along the West and Northern Coast was in open boats, and though steamers have in a great measure superseded this mode of travelling, regular stations, under the management of regular station-masters (Skydskaffer) still exist, where boats may be hired at fixed rates, in which carrioles and other light vehicles may be easily transported. The charges are regulated by a tariff (see § 6). The whole of the West of Norway is so deeply indented by fjords of vast extent that the water stages requisite to connect the road along it (Route 24) are very numerous; and it is the same with respect to the roads from Christiania to Bergen, Aalesund, Molde, &c. The boatmen are very careful, obliging, and trustworthy.

Carrioles are the most convenient carriages for travelling in Norway, and travellers will do well not to encumber themselves with any other. The carriole (*carjol*) is the carriage of the country, being admirably adapted to it from its lightness and simplicity of construction, which render it transportable with ease to and from boats or steamers. It somewhat resembles the Italian carricola, and is usually built without springs. The shafts are long and elastic, the ends are fixed to the axletree, and the seat (which will only hold one person) is placed well forward, and,

by cross pieces, rests upon the shafts, the elasticity of which serves instead of springs, and prevents the occupant being jolted, except when the roads are very bad. The legs are brought nearly to a horizontal position, so that in descending the steepest hill there is no inconvenience, nor the possibility of being thrown out, in the event of the horse falling. A board is fixed upon the axletree to carry a trunk, &c., and there the man to whom the horse belongs seats himself. The trunk should be fitted with long straps running through eyes to attach it to the board. The harness is of the most simple construction, and so contrived as to fit any of the small horses which are met with. These horses are generally so docile that a child may drive them with perfect safety, if they be not overladen. They are matchless for their sureness of foot, in proof of which a broken knee is very rarely seen. In summer their only food is grass, but their powers of endurance are very great. The cost of a new carriole, without springs, is about 8*l.*; and with them, 9*l.* A set of new harness costs about 45*s.* more. At times carrioles and harness may be met with second-hand, and of course cheaper, but great caution should be used to see that they are not patched up for sale. The best will always be found the cheapest in the end. A long journey made rapidly in a carriole without springs will be found very fatiguing. Suggestions are given under the head of "Requisites for Travelling" as to fitting up a carriole. Ladies *accustomed to driving* would do well to adopt the carriole, and avoid the delay and encumbrance attendant on travelling in any other vehicle. A new carriole is no doubt a great saving of fatigue. The advice here given has been followed with perfect success by many English ladies, not afraid of holding the reins; but the comfort and convenience of a carriole for a lady was first made manifest by *Lady Di Beauclerc*, whose personal experiences have been given to the world in the charming little volume, *A Summer and Winter in Norway*, third edition, 1868.

Male travellers not anxious to make a display (with ladies it is different) will find carrioles for hire at every station—often shabby ones, but strong. They will thus save themselves the cost and trouble of shipping and unshipping the carriole at the water stages, and need not return to Christiania to dispose of their vehicles finally.

Ladies should bear in mind that carriole travelling involves constant exposure to the weather; affording no protection from rain in a climate proverbially rainy, so that waterproof cloaks and wrappers and hats are indispensable.

The rate of travelling is one Norsk mile, = 7 English miles, an hour; 50 m. Eng. is a good day's journey, including stoppages.

Four-wheeled Carriages.—Very light four-wheeled carriages may now

be used safely on all the *main roads* of Norway, but on these only. No one can fail to observe the good engineering and striking proofs of the progress that has been made in improving the roads. Hollows have been filled up, hills cut down, and roads scarped out of the face of the rock, where formerly nothing much better than horse-tracks existed. The road along the valley of the Driva from Kongsvold to Rise (Rte. 26) is a magnificent specimen of Norwegian engineering; and other improvements are still in progress all through the country, the Government applying no less than 225,000 dollars annually to that purpose.

The finest scenery is in the West, which is the most mountainous. There, also, the horses—which in other parts are small—degenerate into mere ponies, and are unaccustomed to draw any very heavy carriage, having neither the power nor habit of holding it back in descending steep hills. For these reasons it may be said that the only danger of travelling in Norway is that of using or loading a carriage beyond the strength of the horses, than which nothing can be more dangerous or more cruel. It is also a most hazardous and inconvenient affair to get a heavy carriage across any of the water stations. See Christiania, as to the cost of hire of such a phaëton as that we have described. Particular attention should be paid as to the mode of fitting up these carriages.

5.—REQUISITES FOR TRAVELLING.—MAPS.—CARRIOLES, ETC.

Small Money.—Provide an ample supply, as before recommended, and a leather bag to carry small coin.

Maps.—By far the best is Professor P. A. Munch's *Veikart over Norge*, in 2 sheets, which can be obtained at Christiania from Capellen, the publisher, or at Trondhjem. It is very minute and accurate, and for pedestrians crossing mountains, &c., is the only one to be trusted; price for the South of Norway, 5 sp.-d. Waligorski's and Wergeland's, published at Christiania in 1846, is cheaper, but is little better than a postal chart, giving none of the varied features of the country. Single houses, glaciers, churches, and mountains especially, are strongly marked in Professor Munch's Map.

Forbud papers.—Printed forms in blank may be purchased in all the towns, and a supply should be taken. *Writing materials* should not be forgotten, and a *pocket compass.*

Carrioles are so constructed that in the body there is only room beneath the seat for a winch, hammer, coil of rope, some string, a gimlet, and a few straps; all of which should have their place there, and be secured by a lock. The apron should be long enough to button over the seat, so as to keep it dry during the night, when it is mostly left without shelter, "lock-up coach-houses" being rare in Norway. The

Norwegian carries his provision-box between his legs in the carriole: and if not too large, there is just room for the feet to rest beyond it. The Norwegian provision-boxes are called "tine," or "löbe," and are very useful. With a little arrangement the carriole may be made comfortable, and capable of carrying all that is requisite for a journey. Behind, the portmanteau, or box, can be strapped, and for that purpose leather eyes should be fastened on beneath to the board and the straps passed through them, which prevents shifting. The Norwegians generally use a box of the dimensions described under § 8 of the 'General Introduction,' and covered with skin, or painted, to keep out wet. Upon this the peasant to whom the horse belongs fastens his sack of hay, and seats himself as best he can. A gun-case had better be slung under the body of the carriole. Fishing-rods should be carried in a solid leather case, and lashed fore and aft to the shafts; or be slung in loops from the body and the dashing-board. Saddle-bags, made upon the plan suggested under § 8, or two large, stout, leather pockets, one to be fastened on either side of the body, will be found a great comfort. They should be secured upon their upper sides by two very stout straps well *screwed* (not nailed) to the frame of the seat inside, and extending over the sides; the buckles to be on the bags or pockets. The lower sides should be buckled to straps screwed to the bottom of the carriole, which keep the bags firmly in their place. The pocket on the right may be set apart for maps, forbud papers, guide-book, list of stations at which you have ordered horses, &c. &c.; and that on the left to provisions, which can be easily and effectually protected from sun and rain by anything thrown over the bag. To the outside of the dashing-board a case for 4 bottles of wine may be strapped, and to the inside a large leathern pocket to hold the pea-jacket and mackintosh.

The pleasure of a tour in Norway so much depends on having as little baggage as possible, and that little comfortably arranged before starting, that the time occupied in having a carriole fitted up accordingly will be amply repaid. Great care must be taken to pack everything which is to be strapped at the back of your carriole as tightly as possible, as the best preventive against the constant friction to which it will be exposed from the absence of springs, which in every description of carriole are used for the body alone. If travelling with your own horse, by all means take a spare set of shoes and a supply of nails.

A knife, fork, and spoon, a tin box for salt, and some mustard should be taken. Meat, white bread, and biscuits, are rarely met with in Norway, save in the towns and at a few of the best stations; a brisk look-out should therefore be kept for provender, and no opportunity lost of replenishing the provision-box. Preserved soup, and an uncooked ham or piece of bacon to be fried in slices, are the most portable forms of meat. Liebig's Ex-

tract of Meat is an excellent thing to take. Tea had better be taken from England, though good can now be obtained in the chief cities of Norway. It can be carried very conveniently in a bottle in the bottle-case. A few wax candles had better be taken, if travelling after August: nothing but tallow dips are to be had at the stations. Capital coffee, milk, sugar, and eggs, and generally rye-bread or oatmeal-cake (*fladbröd*), fish, or bacon, are met with at most of the stations. Vegetables are unknown, except potatoes, and those only at the end of July. Sour milk, eaten with a little sugar and oat-cake, is delicious, and a favourite Scandinavian dish. But the staple and most nutritious food of the peasants, and which may be obtained in every hovel in Norway and Sweden, is porridge (*gröd*). They prepare it very carefully and admirably, and it is a capital dish to fall back upon when nothing better can be obtained. A *dog* may be carried in a net or bag slung under the carriole, upon the Italian plan. It is always the safest way to carry a dog in that manner, in case of his being attacked by a wolf, for with that animal a dog is an irresistible temptation.

Mr. Bennett, an Englishman, residing at No. 17, Store Strandgade, has for many years fitted out most of the English travellers with carrioles, &c. Travellers, by writing to him from England, or by telegraphing from Christiansand, on the arrival of the steamer there, may get everything provided for them ready for their departure on the morning after their arrival in Christiania.

Phaëtons of the lightest description, as before observed, are the only four-wheeled carriages which can with either comfort or safety be used in Norway. If a servant be taken, he drives, and the second seat in front is occupied by the person who owns the horses. The only space for luggage is, therefore, under the front and back seats. Nothing above 12 inches high will go under them. If intending to return to Christiania, the best plan is to leave everything there except what may be requisite for the time you intend to be absent. Expanding portmanteaus, not exceeding 22 inches long by 14 wide and 12 deep, or cases of sheepskin or fustian mackintosh of that size, will be found the most convenient to stow away. Bags or pockets fixed on each side of the back seat (similar to those recommended for carrioles) are a great convenience. Or provisions can be taken in a basket, which should be covered with oilskin to keep out dust and rain. A case for 4 bottles of wine may be fastened to the dashing-board. Slings should be fixed at the back of the front seat for an umbrella. A strong fork must be fixed at the back of the carriage to stay it while the horses take breath on going up hill; and *two stout drags* for the wheels must not be omitted. The harness should have *breeching*; and the whole should be carefully looked over and examined, to see that it is in good repair, particularly the reins. A hammer,

winch, rope, &c., should be taken, as in a carriole. The natives do not travel much in summer, and, when they do, it is almost entirely by carriole, and thence the ignorance which prevails even in Christiania as to what is essential for safety in travelling with a 4-wheeled carriage. We cannot too strongly caution those who value their lives not to venture into the interior with any carriage of a heavier description than a phaëton, or unprovided with shafts, fork, drags, and strong harness.

Luggage Cart.—Those who have too much baggage to take with them had better purchase a little spring cart for it to be used by the Forbud (see weight allowed, at p. 13). If this be not done, the common carts without springs, kept at the stations, must be used, and luggage becomes much injured by the repeated changes on the road and jolting. It is well to take a piece of tarpaulin, which can be procured from Mr. Bennett.

6.—Posting Regulations, Skydts Law, Sending Forbud, Table of Payments for Horses.

TABLE

OF RATES FOR HORSES, BOATS, ETC., PER NORSK MILE, EQUAL TO 7 ENGLISH MILES.

	LAND.				WATER.	
	From Fast Stations in Towns.	From ordinary Stations in Towns.	From Fast Stations in the Country.	From ordinary Stations in the Country.	From Fast Stations.	From ordinary Stations.
	Skillings.	Skillings.	Skillings.	Skillings.	Skillings.	Skillings.
For one horse	48	36	36	24		
Carriole with harness	6	6	4	4		
Two-horse cart with double harness ..	6	6	6	6		
One-horse cart with single harness ..	3	3	3	3		
Saddle with bridle, or long sleigh with harness	2	2	2	2		
Harness for leaders up and down hill, or pack-saddle ..	1	1	1	1		
Each man	..	..	..	..	24	20
Each 4-oared boat ..	..	..	..	..	8	8
„ 6 ditto ..	..	..	..	..	12	12
„ 8 ditto ..	..	..	..	..	24	24
„ 10 ditto ..	..	..	..	..	32	32

If two persons post with the same vehicle with one horse, 1½ fare is charged. The above fares for boats are for such as are constructed for sailing and rowing, for row-boats only the charge is one-half less.

Independent of the above rates, the post-master is entitled to 4 skillings for each horse or 2 skillings for each boatman; this is termed "tilsigelse," and is allowed him as his remuneration for the trouble of ordering them for the traveller, and he is entitled to the same fee of 2 skillings for each 8 or 10 cared boat, but at fast stations no tilsigelse is paid.

Three people and the post-boy can travel with two horses, if the carriage be not too cumbersome.

Luggage on a cart with 2 horses in the summer, or on a sleigh in the winter, luggage to the extent of 640 skaalpunds may be carried.*

On a cart with one horse, 320 lbs.

On a carriole, chaise, cart, or sleigh, with one person, 64 lbs.

But if two persons travel with one horse, they are only allowed to carry 16 lbs.

The load of a horse with a pack-saddle is 192 lbs.

Persons hiring boats may load them with as many people or goods as they can safely carry without any extra charge.

Although the law fixes the weight of luggage as above stated, yet, unless the traveller has imprudently encumbered himself with a very undue quantity, and attempts to overload the horse or vehicle, no question as to the exact weight is ever mooted.

Skydts Law.—The following is an abstract of the act passed by the Storthing of 1845.

At stations which are not fast, if the Forbud arrives 3 hours before the time at which the horses or boatmen are required to be at the station, and if they are not there when the traveller arrives, the owner of the horses or the post-master is fined one specie-dollar for each horse or boatman; and when the traveller does not arrive at the time he has stipulated, but detains the horses or boatmen beyond one hour, he has to pay one quarter of the rate for a mile, for each horse or boatman, as waiting money, and the post-master can refuse to supply him until this be paid. If the traveller does not arrive within 3 hours of the time he has appointed, the owner of the horses is not bound to wait any longer, and has a right to claim, as detention-money, one-half of the rate for a mile for each horse, and each boatman may claim a similar payment.

If the traveller's late arrival has been caused by his having been detained at one of the previous stations, and he brings a certificate to that effect, which the post-master, under a penalty of 3 dollars, cannot refuse to give him, he is not bound to pay any detention-money, but

* See Norsk weights, § 2.

the party who caused the delay has to pay it. If detained in consequence of the weather, or of any accident which prevented his proceeding, and which is proved by the certificate of the post-master, he is not bound to pay this charge.

At stations which are not fast, and to which no Forbud has been sent, if the horses are ¼ of a mile, ½ a mile, or a mile distant from the station, the traveller must wait respectively one, two, and three hours; but should he be detained beyond that time, unless through some unforeseen hindrance, the post-master, or owner of the horses, is subject to a fine of ½ a dollar for every additional hour that the traveller is detained.

When the traveller does not drive himself, but leaves the reins to the post-boy, no responsibility with regard to the horse rests on him, but *if he drives himself, and the horse is ill-used or driven beyond its strength, and the post-boy complains, the post-master at the next station, two other men being called in to confirm his opinion, is to ascertain the extent of the injury done to the horse, and this the traveller is bound to pay; and until he does so, the post-master is authorised to refuse to provide him with horses.* This money is to be deposited with the post-master for 4 weeks, so that the traveller can appeal against his decision and have the case more fully investigated.

Travellers have to pay all tolls.

Where there are no post-stations, a special agreement must be made with the owners of the horses.

In towns, the horses are to meet the traveller at any spot which he shall fix upon, and in the country at any place not above ¼ of a mile from the station; beyond that distance he must pay the usual mileage rate.

Drivers are always required to keep on the right side of the road, and not to occupy more than half of it; any offence against this regulation subjects the offending party to a penalty of 1 specie-dollar.

The Day-book (Dagbog).—At every station a book is kept, in which the traveller enters his name, destination, the number of horses he uses, and states any complaints he may have to make against the post-master, post-boy, or others; these books are periodically inspected by the authorities, the complaints stated in them are enquired into, and the accused parties, if they are found to have acted improperly, are punished. Should the post-master refuse to produce this book, he is liable to a fine of half a specie-dollar. To this book are always attached the posting regulations, and the distances to the adjoining stations. At every post station the gjæstgiver or landlord is bound to have, and produce for inspection if required, *a table of rates and charges* of the different articles of food and liquors, which rates are fixed by the authorities; but the charges are generally so moderate that few travellers appeal to this

POSTING TABLE FOR BOATS.

Distance.	IN THE COUNTRY.						IN TOWN.					
	From Stations not Fast.			From Fast Stations.			From Stations not Fast.			From Fast Stations.		
	2 Men with 4-oared Boat and Sail.	3 Men with 6-oared Boat and Sail.	4 Men with 8-oared Boat and Sail.	2 Men with 4-oared Boat and Sail.	3 Men with 6-oared Boat and Sail.	4 Men with 8-oared Boat and Sail.	2 Men with 4-oared Boat and Sail.	3 Men with 6-oared Boat and Sail.	4 Men with 8-oared Boat and Sail.	2 Men with 4-oared Boat and Sail.	3 Men with 6-oared Boat and Sail.	4 Men with 8-oared Boat and Sail.
	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.	Sp. m. sk.
¼ Mile ..	0 0 6	0 0 9	0 0 12	0 0 7	0 0 10½	0 0 14	0 0 8	0 0 12	0 0 16	0 0 8½	0 0 12¾	0 0 17
„ ..	0 0 12	0 0 18	0 1 0	0 0 14	0 0 21	0 1 4	0 0 16	0 1 0	0 1 8	0 0 17	0 1 1½	0 1 10
„ ..	0 0 18	0 1 3	0 1 12	0 0 21	0 1 7½	0 1 18	0 1 0	0 1 12	0 2 0	0 1 1½	0 1 14¼	0 2 3
„ ..	0 1 0	0 1 12	0 2 0	0 1 4	0 1 18	0 2 8	0 1 8	0 2 0	0 2 16	0 1 10	0 2 3	0 2 20
„ ..	0 1 6	0 1 21	0 2 12	0 1 11	0 2 4½	0 2 22	0 1 16	0 2 12	0 3 8	0 1 18½	0 2 15¾	0 3 13
„ ..	0 1 12	0 2 6	0 3 0	0 1 18	0 2 15	0 3 12	0 2 0	0 3 0	0 4 0	0 2 3	0 3 4¼	0 4 6
„ ..	0 1 18	0 2 15	0 3 12	0 2 1	0 3 1½	0 4 2	0 2 8	0 3 12	0 4 16	0 2 11½	0 3 17¼	0 4 23
1 „ ..	0 2 0	0 3 0	0 4 0	0 2 8	0 3 12	0 4 16	0 2 16	0 4 0	1 0 8	0 2 20	0 4 6	1 0 16

N.B.—At stations in the country that are not fast, two skillings per boatman must be paid extra; and if an eight or ten-oared boat be ordered, two skillings more for the boat.

document, unless they have reason to suppose that they have been imposed upon, and are desirous of punishing the offender. At the country stations a bill is rarely, if ever, given, even if asked for; the total amount claimed being merely stated.

Sending Forbud.—The following is the usual form of the printed Forbud papers, which may be purchased in all the towns, in blank. The words in Roman letters show how they are to be filled up.

Paa Skydsſtiftet Grorud beſtilles 1 ſiger een Heſt med Sele og 2 ſiger to løſe Heſte at ſtaae færdige.—Thorsdagen den 4de Juni, 1848. Formiddagen, Klokken 11.

Med Forbudet (ſom betales ved Undertegnedes ankomſt) følger 1 Vadsæk, og 1 Hatæske.

Christiania, den 3die Juni, 1848. A. B.

Jeg ammoder Gjæſtgiveren om at bære Omſorg for, at Forbudet ſtrax gaaer videre, og at notere i Dagbogen naar ankommet og igjen afgaaet.

Literal Translation.

At the Skyds station *Grorud*,* there is ordered 1, to say *one* Horse† with harness,‡ *and* 2, to say *two*, loose Horses § to stand ready *Thursday* the *4th June*, 1848. *Fore*noon at 11 o'clock.

With the Forbud (which is to be paid at the undersigned's arrival) there comes ‖ *a Portmanteau, and Hat-box.*

Christiania,¶ the *3rd June*, 1848. A. B.**

I beg the Landlord to take care that the Forbud immediately goes on, and to notice in the Day-book when it arrives and again starts forward.

N.B.—Great care *is* requisite when filling up these papers for fixing the proper hour at which the horses will be wanted, and a *List* should be accurately made and kept of the different stations at which the Forbud papers are to be left, and the time horses are ordered at each station. This will prevent confusion or mistakes. The usual rate of travelling in a *carriole* is *one* Norsk mile (or 7 Eng.) an hour, where the roads are not very hilly; but it is always better to allow 1½ hour for each mile on account of the penalties which travellers are liable to when they arrive much after the time at which they have ordered the horses (see p. 13). With the lightest 4-wheeled carriage it takes about 20 minutes per Norsk mile longer than by carriole, and even more than that when the hills are very steep.

* The name of the station at which the horses are to be ordered.
† Hest is the singular, Heste plural.
‡ If no horse wanted with harness, strike this out.
§ "Loose" horse means without harness.
‖ Any luggage sent by the Forbud cart should be stated here.
¶ The place from whence the Forbud paper is sent.
** Signature of the person who sends it.

Forbud papers may be sent by post at a cost of *four* skillings for each paper, which is a considerable saving of expense in a long journey. But to prevent mistakes, travellers should *personally* ascertain at the post-office when the post will go the road they wish to travel. But, however they may be transmitted, in the event of several Forbud papers being sent at the same time, it is usual to number them, and write very distinctly the name of the station at which each is to be left. This is done in the margin, or at the back, together with the following

Notice to Station-Masters,

where travellers desire that dinners, &c., or beds, should be ready for them on their arrival.

Gjeſtgiveren paa Grorud anmodes herved om at have Aftensmad, og Senge for tre Perſoner færdig ved min Ankomſt. A. B.

Translation.

The Master of the *Grorud* Station is hereby requested to have *Supper* and *Beds** ready for 3 persons on my arrival.

A. B.

Should the traveller be kept waiting for horses beyond the time he has ordered them, the following is the proper form of entry to be made in the Day-book kept at the station. If not written in Norsk, it will not be attended to; and it should not be made except in an extreme case, as it subjects the party complained of to a penalty, and in many places the peasants have to come from long distances to the stations.

Form of Entry in Day-book.

Undertegnede er bleven opholdt paa dette Skydsſkifte ventende paa Heſte, ſom ei ankom førend Timer efter den, paa Forbudsſeddelen angivne Tid.

A. B.

Translation.

The undersigned has been detained at this Station, waiting for horses, which did not arrive until *two* hours† after the time specified on the Forbud paper.

A. B.

It sometimes happens that persons change their plans, and take another road after having sent off their Forbud papers, and horses are ordered as requested. Whenever this occurs, the forfeit money due to the owners of the horses, and also to the station-masters for ordering them, should be carefully paid, which may be done without any difficulty at the next post-office arrived at in any of the towns. Persons are not only legally liable, and will be made to pay these sums if they can be traced, but it

* Breakfast, *frokost.* Dinner, *middagsmad.*

† Or whatever the time may have been.

is grossly unjust and dishonourable to evade the payment. Except at fast stations, the horses have often to be sent for several English miles from the station; besides which, when required during the hay season, the service of both men and horses is of so much more value at home, that is usually a loss to the farmer even when paid the full charge allowed by law. In such a country as Norway, the wrongful act of a traveller is not only prejudicial to his own reputation, but also to those who may follow him, and particularly to his own countrymen.

POSTING TABLE FOR HORSES.*

Fast Stations in the Country, and Stations not Fast in Towns.			Stations not Fast in the Country.			Fast Stations in Towns.		
Distance.	Horse without Carriole or Harness.	Horse with Carriole and harness.	Distance.	Horse without Carriole or Harness.	Horse with Carriole and Harness.	Distance.	Horse without Carriole or Harness.	Horse with Carriole and Harness.
	Mk. sk.	Mk. sk.		Mk. sk.	Skillings.		Mk. sk.	Mk. sk.
1/8 Mile..	0 4½	0 5½	1/8 Mile..	0 3	5¼	1/8 Mile..	0 6	0 7
1/4 „ ..	0 9	0 11	1/4 „ ..	0 6	10½	1/4 „ ..	0 12	0 14
3/8 „ ..	0 13½	0 16½	3/8 „ ..	0 9	15¾	3/8 „ ..	0 18	0 21
1/2 „ ..	0 18	0 21½	1/2 „ ..	0 12	21	1/2 „ ..	1 0	1 3½
5/8 „ ..	0 22½	1 3	5/8 „ ..	0 15	26¼	5/8 „ ..	1 6	1 10½
3/4 „ ..	1 3	1 8½	3/4 „ ..	0 18	31½	3/4 „ ..	1 12	1 17½
7/8 „ ..	1 7½	1 14	7/8 „ ..	0 21	36¾	7/8 „ ..	1 18	2 0½
1 „ ..	1 12	1 19	1 „ ..	1 0	42	1 „ ..	2 0	2 7

With the assistance of the above tables and previous information, the charges for horses, and also for boatmen and boats, may be readily calculated. The peasants are slow in calculating, but generally honest in their demands. Where any difference arises as to payment, the station-master should be applied to, and whatever he states to be the proper sum to be paid may be relied upon as correct.

The peasants who accompany the horses are not entitled to anything, but it is customary to pay them a gratuity (drikke-penge) at the rate of about 6 sk. per mile. The Norwegians are fond of their horses, and it both pains and irritates them extremely to see their favourites ill-used or driven faster than the usual carriole rate of one Norsk mile an hour, even when the roads are good.

* At all stations that are not "fast," 4 sk. per horse must be paid to the station-master.

7. DANISH AND NORWEGIAN ALPHABET, VOCABULARY, ETC.*

The *Alphabet.*

Although the Roman character is daily gaining ground, the Gothic form is still in very general use.

The Danish Alphabet consists of 27 letters, viz. :—

Roman.	Gothic.	Pronounced.	Power.
A, a,	𝔄, 𝔞,	Ah,	*a* in *Father.*†.
B, b,	𝔅, 𝔟,	Bey,	*b.*
C, c,	ℭ, 𝔠,	Cey,	*s* and *k*, as in English.
D, d,	𝔇, 𝔡,	Dey,	*d* hard, and *th* flat, as in *thus.*
E, e,	ℰ, 𝔢,	Ey,	French *é fermé*, and *è ouvert.*
F, f,	𝔉, 𝔣,	Eff,	*f.*
G, g,	𝔊, 𝔤,	Ghey,	*g* in *go, give.*
H, h,	ℌ, 𝔥,	Haw,	*h* aspirated.
I, i,	ℑ, 𝔦,	Ee,	*ee* in *bee*, *i* in *bill.*
J, j,	𝔍, 𝔧,	Yoth,	*y* consonant.
K, k,	𝔎, 𝔨,	Kaw,	*k*, and sometimes like *ch.*
L, l,	𝔏, 𝔩,	El,	*l.*
M, m,	𝔐, 𝔪,	Em,	*m.*
N, n,	𝔑, 𝔫,	En,	*n.*
O, o,	𝔒, 𝔬,	O,	*o* in *more, for.*
P, p,	𝔓, 𝔭,	Pey,	*p.*
Q, q,	𝔔, 𝔮,	Koo,	*q.*
R, r,	ℜ, 𝔯,	Er,	*r.*
S, s,	𝔖, 𝔰, ſ,	Es,	*s* hard.
T, t,	𝔗, 𝔱,	Tey,	*t.*
U, u,	𝔘, 𝔲,	Oo,	*oo* in *fool*, *u* in *full.*
V, v,	𝔙, 𝔳,	Vey,	*v* in *vein*, *w* in *howl.*
X, x,	𝔛, 𝔵,	Ex,	*x* hard.
Y, y,	𝔜, 𝔶,	U,	*u* in *pur* (French).
Z, z,	ℨ, 𝔷,	Set,	*z.*
Æ, æ,	𝔄𝔈, 𝔞𝔢,	Ai,	*a* in *sale*, *ai* in *said.*
Ö, ö,	𝔒̈, 𝔬̈,	Eu,	(French) *eu* in *veuve*, or as *œu* in *cœur*, *œuf.*

* The best Danish and English Dictionary is that of Roring, published at Copenhagen; Tauchnitz has another, published at Leipzig; both may be obtained at the Foreign booksellers' in London. Rask's *Danish Grammar*, for the use of Englishmen, is not to be had now, but Messrs. Williams and Norgate have published a *Grammar* by Mrs. Böjeren. Mr. Bennett's *English and Norwegian Parleur* may be found useful.

† Where *aa* occurs, it is sounded nearly like the English *a* in *warm*, or the *oa* in *broad.*

Pronunciation.

In Danish every word is pronounced as it is written. One of the greatest difficulties is to distinguish between the vowels *u*, *y*, and *ö*; and very long practice is necessary to give the right sound of these.

The *Articles.*

The greatest peculiarity of the Danish language is the use of the articles.

The *indefinite* article has two forms, viz. *et* before a noun of the neuter, and *en* before one of the common gender (which includes masculine and feminine nouns); it has no plural.

Ex. Neuter.	*Common.*
Sing. et Land, *a country.*	en Stol, *a chair.*
Plur. Lande, *countries.*	Stole, *chairs.*

The *definite* article of nouns substantive is *et* in the neuter, *en* in the common gender, and *-ne*, *-ene* for the plural of both genders, and always added as an affix to the nouns, as

Ex. Neuter.	*Common.*
Sing. Land*et*, *the country.*	Stol*en*, *the chair.*
Plur. Land*ene*, *the countries.*	Stol*ene*, *the chairs.*

The *definite* article of adjectives is *det* for the neuter, *den* for the common, and *de* for the plural of both genders, as

Sing. det skönne* Land,	*the fine country.*
Plur. de skönne Lande,	*the fine countries.*
Sing. den gamle Stol,	*the old chair.*
Plur. de gamle Stole,	*the old chairs.*

The *Personal Pronouns* are—

Sing.		*Plur.*	
jeg (pronounced *yei*) ..	*I*	vi	*we*
du	*thou*	I	*you*
han	*he*	de	*they*
hun	*she*		

De, they, is used instead of *I* in addressing a person (like the German *Sie*), in which case it is written with a capital letter.

Declension of Nouns.

The *Plural* is formed by adding *e* to nouns ending in a consonant, *r* to those that end in *e*, *er* to those that end in other vowels; but not a few remain unchanged.

The *Genitive*, sing. and plur., is formed, as in English, by addition of *s* to the Nom., the other cases are like the Nom.

Conjugation of Verbs.

The *Infinitive* ends in *e*. The *Present* is formed by adding an *r*

* The sk is pronounced soft, as sch, like *schon* in German.

(except the auxiliary verbs, *har*, *kan*, *vil*, *skal*, *maae*); *Imperfect*, by adding *de* or *te*; *Perf. Part.*, by adding *t* or *et*. The auxiliary verbs are used as in English.

The *Numerals*.

Cardinal.	Ordinal.
1, een, *one.*	det, den, förste, *the first.*
2, to, *two.*	——— anden, *the second.*
3, tre, *three.*	——— tredie, *the third.*
4, fire, *four.*	——— fjerde, *the fourth.*
5, fem, *five.*	——— femte, *the fifth.*
6, sex, *six.*	——— sjette, *the sixth.*
7, syv, *seven.*	——— syvende, *the seventh.*
8, otte, *eight.*	——— ottende, *the eighth.*
9, ni, *nine.*	——— niende, *the ninth.*
10, ti, *ten.*	——— tiende, *the tenth.*
11, elleve, *eleven.*	——— ellefte, *the eleventh.*
12, tolv, *twelve.*	——— tolvte, *the twelfth.*
13, tretten, *thirteen.*	——— trettende, *the thirteenth.*
14, fjorten, *fourteen.*	——— fjortende, *the fourteenth.*
15, femten, *fifteen.*	——— femtende, *the fifteenth.*
16, sexten, *sixteen.*	——— sextende, *the sixteenth.*
17, sytten, *seventeen.*	——— syttende, *the seventeenth.*
18, atten, *eighteen.*	——— attende, *the eighteenth.*
19, nitten, *nineteen.*	——— nittende, *the nineteenth.*
20, tyve, *twenty.*	——— tyvende, *the twentieth.*
21, een og tyve, *twenty-one, &c.*	——— een og tyvende, *twenty-first, &c.*
30, tredive, *thirty.*	——— tredivte, *the thirtieth.*
40, fyrretyve, *forty.*	——— fyrretyvende, *the fortieth.*
50, halvtresindstyve, or halvtres, or femti, *fifty.*	——— halvtresindstyvende, or femtiende, *the fiftieth.*
60, tresindstyve, or sexti, *sixty.*	——— tresindstyvende, or sextiende, *the sixtieth.*
70, halvfjersindstyve, or halvfjers, or sytti, *seventy.*	——— halvfjersindstyvende, or syttiende, *the seventieth.*
80, fjersindstyve, or otti, *eighty.*	——— fjersindstyvende, or ottiende, *the eightieth.*
90, halvfemsindstyve, or halvfems, or nitti, *ninety.*	——— halvfemsindstyvende, or nittiende, *the ninetieth.*
100, hundrede, *hundred.*	——— hundrede, *the hundredth.*
101, hundrede og een, &c., *one hundred and one.*	——— hundrede og förste, *the hundred and first.*
1000, tusende, *one thousand.*	——— tusende, *the one thousandth.*

Days of the Week.

Monday	*Mandag*	Friday	*Fredag.*
Tuesday	*Tirsdag.*	Saturday	*Löverdag.*
Wednesday	*Onsdag.*	Sunday	*Söndag.*
Thursday	*Thorsdag.*		

Months.

January	*Januar.*	July	*Juli.*
February	*Februar.*	August	*August.*
March	*Marts.*	September	*September.*
April	*April.*	October	*October.*
May	*Mai.*	November*	*Novc nber.*
June	*Juni.*	December	*December.*

VOCABULARY.

Again	*Igien*
Aid	*Hielp*
Ale	*Öl.*
All	*Al* and *Alt.*
Also	*Ogsaa.*
Altogether	*Altsammen.*
Always	*Altid.*
And	*Og.*
Answer	*Svar.*
Arm	*Arm.*
Ask, to	*Spörge.*
As much as	*Saa meget som.*
As well as	*Saavelsom.*
At	*Til, ved.*
Away	*Bort.*
Axletree	*Axel.*
Back again	*Tilbage.*
Bad	*Slem, ond.*
Bag	*Sæk.*
Barley	*Byg.*
Basket	*Kurv.*
Bath	*Badekar.*
Bear	*Björn.*
Because	*Fördi.*
Bed	*Seng.*
Before	*För.*
Berth	*Köie.*
Best	*Bedst.*
Better	*Bedre.*
Between	*Imellem.*
Bill, the	*Regningen, nota.*
Bird	*Fugl.*
Biscuits	*Tvebakker.*
Black cock	*Urhane.*
Boat	*Baad.**
Boil, to	*Koge.*
Boots	*Stövler.*
Bottle	*Flask.*
Boy	*Gut.*
Boy, that goes with horses.	*Skydskarl.*
Brandy, French,	*Cognac*
„ Native like whisky	*Brændevin.*
Bread	*Bröd.*
Bread with Butter spread on it	*Smörrebröd.*
Bread and Butter separately.	*Smör og bröd.*
Breakfast	*Frokost.*
Bridle	*Bidsel.*
Brush	*Börste.*
Bucket	*Spand.*
Buckle	*Spænde.*
Butter	*Smör.*
Buy, to	*Kjöbe.*
By-way	*Afvei, sidevei.*
Call, to	*Raabe, kalde.*
Can	*Kan.*
Candle	*Lys.*
Cap	*Hue.*

* Pronounced nearly like the English *boat.*

Capercailzie	*Tiur* (m.), *Röy* (f.).
Carriage	*Vogn.*
Carriole	*Carriole.*
Cart	*Karre.*
Chain	*Kjæde.*
Chair	*Stol.*
Change (small money)	*Smaa penge.*
Change, to (money)	*Vexle.*
Char	*Rör.**
Cheese	*Ost.*
Chemist's shop	*Apothek.*
Clean	*Reen.*
Coat	*Kiole.*
Cod	*Torsk.*
Coffee	*Kaffee.*
Collar, horse	*Halskobbel.*
Comb	*Kam.*
Come, to	*Komme.*
Cook, to	*Koge.*
Coverlid	*Teppe.*
Cream, sweet	*Flöde.*
Cup	*Kop.*
Cut, to	*Skære.**
Danger	*Fare.*
Daughter	*Datter.*
Day-book	*Dagbog.*
Deep	*Dyb.*
Dinner	*Middags-mad.*
Do, to	*Giöre.*
Dog	*Hund.*
Door	*Dör.*
Drink-money	*Drikke-penge.*
Duck	*And*, pl. *Ænder.*
Early	*Tidlig.*
Eat, to	*Spise.*
Eggs	*Æg.*
Eggs (boiled soft)	*Blödkogte Æg.*
„ (hard)	*Haardkogte Æg.*
„ (poached)	*Speilæg.*
Elk	*Elsdyr.*
Enough	*Nok.*
Evening	*Qvæl, Aften.*
Every, each	*Hver.*
Everywhere	*Overalt.*
Exchange, to	*Bytte.*
Face	*Ansigt.*
Fall, to	*Falde.*
Far	*Langt, borte.*
Farm-house	*Bonde-gaard.*
Ferry	*Færge.*
Field	*Mark, Ager.*
Fire	*Ild.*
Firewood	*Ved.*
Fish	*Fisk.*
Fish, to	*Fiske.*
Fishing-line	*Fiske-snöre.*
Fishing-rod	*Fiske-stang.*
Fly	*Flue.*
Fly (artificial)	*Flue-angel, Flue-krog.*
Fork	*Gaffel.*
Forwards	*Frem.*
Fox	*Ræv.*
Fry, to	*Stege.*
Frying-pan	*Stegepande.*
Game	*Vildt.*
Get, to	*Faae.*
Girl	*Pige.*
Girth	*Sadelgjord.*
Give, to	*Give.*
Glad, I am	*Det glæder mig.*
Glass	*Glas.*
Go, to	*Gaae.*
Grass	*Græs.*
Grayling	*Syk.*
Grease (for wheels)	*Smörning.*
Gun	*Skydegevær, Gevær, Bösse.*
Gunpowder	*Krudt.*
Hair	*Haar.*
Half	*Halv.*
Ham, or bacon	*Skinke.*
Hand	*Haand.*
Handkerchief	*Lommetörklæde.*
Hare	*Hare.*
Harness	*Seletöi.*
Hasel-hen	*Hjerpe.*

* The *k* is pronounced like *h*.

Hasten on	*Skynde paa.*
Hat	*Hat.*
Have, to	*Have.*
Hay	*Hö.*
Hence	*Herfra.*
Here	*Her.*
Herring	*Sild.*
Hill	*Bakke.*
Hold (of a ship)	*Rum.*
Hold of, to take	*Tage fat paa.*
Hook	*Angel, Krog.*
Horse	*Hest.*
Hour	*Time.*
Hour, half an	*En halv time.*
Husband	*Mand.*
If	*Dersom.*
Immediately	*Strax, öieblikkelig.*
In	*I.*
Ink	*Blæk.*
Inn	*Gjæstgiver-Gaard, Værtshuus.*
Interpreter	*Tolk.*
Island	*Ö, Holm.*
Jug	*Kruus.*
Keep, to	*Holde.*
Kindle, to	*Tænde.*
Knife	*Kniv.*
Lady	*Frue.**
Lady (young unmarried)	*Frøken.*
Lake (large)	*Indsöe.*
Lake	*Vand.*
Large	*Stor.*
Late	*Sildig.*
Later	*Senere.*
Lay, to	*Lægge, sætte.*
Lead	*Bly.*
Least	*Mindst.*
Left (hand)	*Venstre.*
Less	*Mindre.*
Letter	*Brev.*
Little	*Liden.*
Look	*See.*
Lucifer matches	*Fyrstikker.*
Luggage	*Töi.*
Man, that supplies post-horses	*Skyds-skaffer.*
Many	*Mange.*
Map	*Veikart.*
Me	*Mig.*†
Meat, fresh	*Kiöd.*
Milk	*Melk.*
Mine	*Min.*
Money	*Penge.*
Money, paid for ordering post-horses	*Tilsigelse-penge.*
More	*Mere.*
Most	*Mest.*
Mountain	*Fjeld, Bjerg.*
Much	*Meget.*
Mustard	*Sennep.*
My	*Min.*
Nail	*Negl.*
Near	*Nær.*
Needle	*Synaal.*
Net (large drawing)	*Net.*
Net (smaller, and usually fixed)	*Garn.*
Never	*Aldrig.*
Newspaper	*Avis.*
Next week	*Næste uge.*
Night, in the	*Om natten.*
Night lodging	*Natte-quarteer, Natte-logis.*
No	*Nei.*‡
Nobody	*Ingen.*
Nothing	*Intet.*
Now	*Nu.*
Oar	*Aare.* §
Oat-cake	*Flad-Bröd.*
Oats	*Havre.*
Of	*Af.*
Often	*Ofte.*

* *Frue*, lady, is used to wives of men of rank, namely, those who hold government appointments, such as Ministers of State, Clergy, Field Officers in the Army, and of corresponding rank in the Navy, Professors, &c., and *Fröken* to their daughters; *Madame* to the wives of Merchants and Tradesmen; *Jomfru* to their daughters.

† Pronounced nearly like the English *me*.

‡ Pronounced *nay*.

§ Pronounced nearly like the English *oar*.

Oil	*Olie.*
Once	*Eengang.*
One more	*Een til.*
Order, to	*Bestille.*
Our	*Vor.*
Over	*Over.*
Pancakes	*Pandekager.*
Paper	*Papiir.*
Parsonage	*Præstegaard.*
Partridge	*Agerhöne, Rap-höns.*
Pay, to	*Betale.*
Pen	*Pen.*
Pepper	*Peber.*
Physician	*Læge.*
Piece	*Stykke.*
Pike or Jack	*Gedde.*
Pilot	*Lods.*
Pillow	*Hovedpude.*
Plate	*Tallerken.*
Pleasure	*Fornöielse.*
Portmanteau	*Vadsæk.*
Port-wine	*Portviin.*
Post-office	*Post-contoir.*
Potatoes	*Potæter.*
Ptarmigan	*Rype.*
Put, to	*Sætte.*
Ready	*Færdig.*
Red deer	*Hjort.*
Reel	*Snelle.*
Rein	*Tömme.*
Reindeer	*Rensdyr.*
Return, to	*Vende tilbage.*
Ride, to	*Ride.*
Right (hand)	*Höire.*
„ (correct)	*Rigtig.*
River	*Elv, Flod.*
Road	*Vei.*
Roast	*Stege.*
Room or chamber	*Værelse.*
Row, to	*Roe.*
Rower	*Roerkarl.*
Rye	*Rug.*
Saddle	*Sadel.*
Safe	*Sikker.*
Salmon	*Lax.*
Salt	*Salt.*
Scissors, pair of	*Sax.*
Sell, to	*Sælge.*
Shafts, the	*Armene Vognstængerne.*
Shall	*Skal.*
Shallow	*Grund.*
Sheets, the	*Lagnerne.*
Shoe	*Sko.*
Shoe, horse	*Heste-Sko.*
Shot	*Hagel.*
Show, to	*Vise.*
Side, on this	*Paa denne side.*
Side, on the other	*Paa den andre side.*
Since	*Siden.*
Sleep, to	*Sove.*
Smell, to	*Lugte.*
Snipe	*Myr-sneppe.*
Soap	*Sæbe.*
Son	*Sön.*
Speak, to	*Tale.*
Spoon	*Skee.*
Stable	*Stald.*
Stage, the	*Skiftet.*
Steamer	*Dampskib.*
Steward	*Opvarter.*
Stirrup	*Stigböile.*
Stove	*Ovn.*
String	*Snor, Hyssing.*
Strap	*Rem.*
Straw	*Halm.*
Sugar	*Sukker.*
Supper	*Aftensmad.*
Table	*Bord.*
Take, to	*Tage.*
Take care of, to	*Sörge for.*
Take care	*Passe paa.*
Tarpaulin	*Presenning.*
Tea	*Thee.*
Then	*Da.*
Thence	*Derfra.*
Throw, to	*Kaste.*
To	*Til.*
To-day	*Idag.*
To-morrow	*Imorgen.*

To-night	*Inat.*
Towel	*Haandklæder.*
Town	*By.*
Travel, to	*Reise.*
Trout	*Forelle, Örred.*
Trowsers	*Beenklæder.*
Tub (to wash in)	*Kar.*
Twice	*To Gange.*
Under	*Under.*
Upon	*Paa.*
Valley	*Dal.*
Very	*Meget.*
Vinegar	*Ædikke.*
Water	*Vand.*
Waterfall	*Fos, Vandfald.*
Wheel	*Hiul.*
When	*Naar.*
Where	*Hvor.*
Whip, driving	*Svöbe.*
Why	*Hvorfor.*
Why not	*Hvorfor ikke.*
Wife	*Kone.*
Window	*Vindue.*
Wine	*Viin.*
With	*Med.*
Without	*Uden.*
Woodcock	*Rygde*
Woodgrouse	*Ryper.*
Wood, a forest	*Skov.*
Wrong	*Urigtiggal.*
Yes	*Ja, jo.*
Yesterday	*Igaar.*

SERVICEABLE SENTENCES FOR COMMON USE.

Good morning!	*God morgen!*
How do you do?	*Hvor staar det til?*
Very well, I thank you.	*Jeg takker, meget vel.*
Be so kind as to take a seat.	*Vær saa artig at tage, Plads,* or *at sidde ned.*
Sit down for a moment.	*Sid ned et Öieblik.*
Where are you going?	*Hvor skal De hen?*
Show me the way.	*Vis mig Veien.*
Which is the way?	*Hvilken er Veien?*
But when shall we see each other again?	*Men naar sees vi nu igien?*
Shall we then meet to-night?	*Sees vi saa i Aften?*
In the evening I shall be at home.	*Om Aftenen er jeg hjemme.*
At what hour?	*Hvad Tid?*
About six or seven o'clock.	*Omtrent Klokken sex eller syv.*
Shall I expect you then?	*Maa jeg da vente Dem?*
Good-bye!	*Farvel! Adieu!*
Good evening.	*God Aften.*
I beg pardon.	*Jeg beder om forladelse.*
I don't know.	*Jeg veed ikke.*
I am very happy to see you.	*Det fornöjer mig meget at see Dem.*
I am much obliged to you.	*Jeg er Dem meget forbunden.*
Many thanks.	*Mange tak.*
Thank you (literally, thanks shall you have).	*Tak skal De have.*
Come here.	*Kom hid.*
Wait a little.	*Bie gran,* or *Ventet lille,* or *Bie liot.*
Do you speak Danish—Norwegian?	*Taler De Dansk—Norsk?*

I cannot speak Norwegian.	*Jeg kan ikke tale Norsk.*
You must speak slowly.	*De maa tale langsomt.*
Do you understand me?	*Forstaaer De mig?*
Yes, I understand you very well.	*Ja, jeg forstaaer Dem meget vel.*
I cannot understand you.	*Jeg kan ikke forstaae Dem.*
What o'clock is it?	*Hvor mange er Klokken nu?*
It is two o'clock.	*Klokken er to.*
It is half past one.	*Den er halv to.*
It is three-quarters past two.	*Den er tre quateer till tre.*
Is it possible?	*Er det muligt?*
What is that called?	*Hvad kaldes dette?*
How many miles is it from here to . . . ?	*Hvormange Mile er det herfra til . . . ?*
Is the road good?	*Er Veien god?*
Did you ever travel this way before?	*Har De reist denne Vei för?*
Are there any good inns upon the road?	*Findes gode Gjæstgiversteder paa Veien?*
Is the road safe?	*Er Veien sikker?*
What conveyance can I have to . . . ?	*Hvad Slags Befordring kan jeg faae til . . . ?*
Horse—immediately.	*Hest—strax.*
How much must I pay for each horse?	*Hvor meget maa jeg betale for hver Hest?*
How much must I give the postilion?	*Hvor meget maa jeg betale til Kudsken?*
Can I depend on having fresh horses on the road?	*Kan jeg giöre Regning paa overalt at finde friske Heste?*
I shall perform the journey on horseback.	*Jeg vil giöre Reisen tilhest.*
I have but little luggage.	*Jeg har kun ubetydeligt Töi.*
Where do we change horses?	*Hvor skifter man Heste?*
Where are the horses?	*Hvor ere Hestene?*
The horses were ordered for one o'clock.	*Hestene vare bestilte til klokken eet.*
Put grease on the wheels.	*Smöre hiulene.*
Is there a ferry?	*Er der nogen Færge?*
Put me over the river.	*Sæt mig over Elven.*
How much must we pay for the passage?	*Hvor meget maa man betale for Overfarten?*
How much does a place in the vessel cost?	*Hvor meget koster en Plads paa Skibet?*
I wish to go to . . . in the steamer.	*Jeg önsker at gaae til . . . med Dampskibet.*
When does the steamer go?	*Hvad tid gaaer Dampskibet?*
Can I have this berth?	*Kan jeg faae denne Köie?*

Outside the town on the west side between it and Altona is the new *Zoological Garden*, one of the best in Europe, with a good restaurant.

Money.—The Hamburg money is peculiar; accounts are made up in marks and schillings courant: 1 mark = 16 schilling. One schilling very nearly = one penny. The coinage is very inferior. There are pieces of 1, 2, 3, 4, and 8 schilling. Prussian thalers readily pass for 40 schillings, Danish dollars for 30 schillings. Certain issues of Danish and Prussian smaller coin also current.

Altona (Bahnhof's Hotel, also Restaurant and Café in the Railway station, Holsteinsches Haus, and Strucker's Hotel, both close by) originally a fishing village called Altenau, from a small river (Au) which here finds its way to the Elbe, separating it from the suburb St. Pauli, received privileges as a market-town and other advantages in the 17th centy. from the Danish kings, who hoped thus to draw a part of the rich trade of Hamburg to their territory. The Hamburgers evidently thought that the scheme was likely to succeed, for they nicknamed it "All-to-nah," that is, "Much too near," and this nickname is now the acknowledged name of the city, which has nearly 70,000 inhabitants, and is a free port. There is nothing in the place to call for special attention of the traveller, being of so modern origin and an entirely commercial place.

Money.—In Altona, as upon the whole in Holstein and Sleswig, Hamburg currency is much used; but the official legal tender is Prussian money. 1 thaler = 3s. sterling = 30 silbergroschen. Pieces of 1, 2½, 5, 10, 20 silbergroschen in circulation.

Excursions from Hamburg and Altona.—The neighbourhood of the two cities is pretty, particularly along the shores of the Elbe, and very nice drives may be made towards the E. to *Wandsbeck* with a royal palace and a park, or towards the W. to *Ottensen* and *Blankenese*, villages on the Elbe with handsome villas and gardens, particularly those of two of the merchant-kings, Mr. Jenish of Hamburg and Mr. Baur of Altona, which are open to the public. A pretty view across the river from the Sulberg, a hill with a restaurant at Blankenese.

There are three railway termini in Hamburg-Altona; the station of the Berlin railway, and that of the Lübeck railway in Hamburg, and that of the railway to Kiel, and the north generally, at Altona. There is a circuit railway connecting the latter with various points in Hamburg (Stations: Dammthor for the hotels, &c.—Klosterthor, for the railways to Berlin and Lübeck).

Travellers to Denmark may proceed by the Lübeck railway, and thence by steamer to Copenhagen (Rte. 1), or by the Kiel railway either to Kiel or some other place on the peninsula.

There are two principal trains daily, and besides, at least in summer, an evening express at 9·45 p.m. for Kiel, meeting the Danish mail-steamer there. Time 2½ to 3 hrs.

Altona being a free port, luggage is examined at the station, unless it be booked to Copenhagen or any place in Denmark. Tickets to Copenhagen: 1st class railway and saloon, 10 thlr.; 2nd class railway and saloon, 7 thlr. 22 sgr.

The first station out of Altona is *Pinneberg*, a pretty village with woods and water, a favourite summer resort of the Altona burghers. At *Elmshorn* is the junction for *Glückstadt* on the Elbe, mentioned above, and *Itzehoe*, a very ancient but insignificant town, known principally as the assembly place of the nobility and other representatives of the duchy of Holstein, the so-called Estates of Holstein. Itzehoe is on the frontier of the Holstein

marschland, called Dithmarschen, which in the early middle ages formed an independent republic, and whose inhabitants of Frisian descent long and bravely defended their liberties against the kings of Denmark and the dukes of Holstein. After leaving *Elmshorn* the train on the main line to Kiel next stops at *Neumünster* with important cloth manufactures, which, however, have suffered severely by the separation of the duchy from Denmark. It is an important railway junction. One branch leads towards the E. to *Plöen* (prettily situated between two lakes) and the small sea-town of *Neustadt*, on the Baltic; to the W. the Neumunster-Rendsburg line forms the main road to Sleswig and Jutland (Rte. 3); while the original line is continued towards the N. through the valley of the Eider to *Kiel*. The line from Altona to Kiel traverses the poorest part of the duchy, which twenty years ago consisted mostly of moors and bogs. Now, however, large tracts are cultivated. Nearer to Kiel, the Eider valley presents pretty lakes with wooded slopes. The river Eider follows the direction of the railway, and approaches to within a couple of miles of the Baltic, when it suddenly turns to the W., and ultimately, after traversing the whole peninsula, falls into the North Sea.

Kiel Junct. Stat. (*Inns:* Railway Hotel close to the station, Hotel Copenhagen) is situated at the head of the Bay or Fjord of Kiel, celebrated as the best and safest anchorage and winter harbour on the whole southern coast of the Baltic. The depth of the water suffices for the largest men of war, and is continued until quite close to the shore. It is an ancient city, but has never been wealthy, or in possession of much commerce, Since the absorption of Holstein in the Prussian state, Kiel has been converted into a naval station, and when the works which are in progress are completed, it will be the Sevastopol of the Baltic. Of these, however, foreigners can see but little, as the public has no access. The town prospers by the large garrison and the considerable sums of money expended on fortifications, &c. It has now about 24,000 inhabitants inclusive of garrison. The situation is exceedingly pretty; a sail on the bay much to be recommended, and there are charming drives and walks commanding the lovely scenery of the bay in every direction, particularly to *Düsternbrook* (Hotel Bellevue, Restaurant, &c.) on the W. shore of the bay, and situated in a fine beechwood, with view over the sea. A little further N. is *Holtenau*, where the Eider Canal, which here forms the frontier between Holstein and Sleswig, and which connects the river Eider and thus the North Sea with the Baltic, opens into the bay. This canal was made by the Danish government in the 18th century, and is still of importance for the local traffic; but as the passage, owing to the tortuous course of the Eider, often is very tedious, and the depth sufficient only for moderate-sized ships, it has never supplied the want of a short cut through the peninsula to accommodate the great shipping traffic to and from the Baltic. A scheme is now on foot, under the auspices of the Prussian government for constructing a canal which should fulfil this condition between the mouth of the Elbe and the Baltic, but it will be very costly, and will at any rate consume several years in execution. From Holtenau there is a pretty walk along the canal to *Knoop*, a manor with park.

Kiel possesses a *University* with some good collections and a library, but frequented only by about 250 students. At the northern extremity is a *Ducal Palace*, now used for public offices, &c.

A short branch line connects Kiel

about Hammerfest and North Cape is tame, the chief recompense for visiting them being the sight of the midnight sun. There is also the ancient town of Trondhjem with its cathedral, but the voyage thence to North Cape and back occupies a fortnight with only one day's halt at Hammerfest.

N.B.—In all this region the plague of *mosquitoes* prevails to an extent that makes life misery to the uninitiated.

It must not be supposed that the real grandeur of Norwegian scenery can be explored in a steam voyage round its iron-bound coast, and up the larger but monotonous arms of the sea. The real magnificence of Norway lies in its *minor fjords*, compared with which the larger fjords are tame.

Some of the most attractive and peculiar scenery of Norway is to be found in that branch of the *Sogne Fjord* which runs up to Gudvangen; there the character of nature is awful. The borders of the narrow *Nero Fjord* are precipices descending sheer into the water 4000 feet, streaming with waterfalls and bare of herbage. The *Romsdal* valley and Fjord, stretching from Molde, and the *Stor Fjord*, opening out from Aalesund, are far more pleasing, and distinguished by the serrated outline of the surrounding mountain ridges. The Stor Fjord boasts of actual aiguilles.

According to Mr. Campbell—"The best scenery in Norway is found in patches here and there. These are in many cases separated, especially for travellers who follow the road, by intervals comparatively tame. Most of the grand valleys lie *W. of Gudbrandsdalen*. If you take a map and draw lines from the Lom (nearly in the centre of the country) to Bergen and Molde, the space enclosed between these lines and the coast will be found to contain most of the finest glens. There are nevertheless other districts, not included in this triangle, well worth visiting, as *Tellemarken*, *Hardanger*, *Lysefjord*, and the scenery along the Arctic coast, 2 days voyage N. of Trondhjem." See § 11.

The *great waterfalls* are the Sarp Fos, at Sarpsborg, Route 36; the Larbrö Fos, near Kongsberg, the Ringedals Fos, near Odde, and the Riukan Fos, Route 23; Skaggedals Vos and the Voring Fos, upon the Hardanger Fjord, and the *Mörkfos* on the Aarlands Fjord, Route 21.

Sketching.—Norway is still but slightly known to artists or amateurs, though some of its beauties have been illustrated of late years by the pencil and pen of several tourists. Everything requisite for sketching should be taken from England, as the materials to be obtained in Norway for the purpose are very inferior. Artists would do well to provide themselves with a pair of saddle-bags, as horses and guides may be procured throughout the country, and the wildest parts thus be easily visited. Paper and sketches should be secured in a bag of fustian

mackintosh (which is very strong), and, if securely tied at the mouth, may be immersed in water without its penetrating. Winsor and Newton's moist water-colours, and their folding seat and easel, will be found particularly convenient. They are not to be had on the spot.

Landscape.—Except a few churches, and some of the peasants' houses in the wildest parts, there are few picturesque buildings in Norway, but the beauties of nature are of the highest order. The atmospheric effects in early morning and evening are of wondrous beauty, and peculiar to the North. The depth and gorgeousness of colour during the long twilight which follows the setting of the sun are marvellously fine, and give a poetry and charm of the most sublime character. The valleys are usually narrow, very deep, and of great extent, with a lake or river in the bottom. *Waterfalls* are innumerable, some among them the finest in Europe; and the most picturesque are the smaller ones, which are found at the head and upon the sides almost all the valleys.

It is in its *fjord scenery* that Norway is unrivalled. The most picturesque forms of mountains are those about Molde, Route 30; and between Christiansand and Stavanger, Route 24, there is a great variety of foliage and much grandeur in the masses of rock and forms of the mountains which there dip into the sea.

Marine.—The whole coast from the mouth of the Christiania Fjord to the N. Cape, Route 24, is rocky and mountainous, and abounds in grand subjects. Neither the towns nor craft are picturesque, but the situation of the former is eminently so in many cases. During summer there is always more fishing and bustle going on upon the S. and S.W. coast than farther N., and upon the whole, it is perhaps the best part of Norway for marine sketching. The belt of islands which runs all up the W. coast abounds in picturesque huts inhabited by the fishermen.

Figures and Interiors.—There is a good deal of *costume* still existing in Norway, and particularly amongst the women. It is mostly to be found in the Bergen, Hardanger, and Tellemarken districts, upon Routes 21 and 23. Some of the old men are highly picturesque; their long white hair flowing down each side of the face, and surmounted by a faded red worsted cap, shirt collar open, and jacket and waistcoat ornamented with large silver buttons. In the upper parts of the Hardanger and other fjords upon the W. coast, almost each parish has its own costume. The people are very civil, and easily persuaded to don their gala dresses for the gratification of strangers. Some of the best interiors are also in the Tellemarken and Bergen districts. These are far more picturesque than cleanly. In many cases the principal room is of a rich dark brown, from the wood smoke, and this apartment contains all the

family and most of their property—this is particularly the case amongst the fishermen upon the W. coast at a distance from the towns, as well as amongst the poor in Tellemarken.

Cattle.—Norway abounds in admirable subjects of this class. Each farm having its *sæter* or mountain-hut, the equivalent of the Swiss chalet, but dirty and unpicturesque, being built of stones and turf instead of wood; hither all the spare stock is sent up during the summer months, and in it the girls in charge of the kine sleep and carry on the dairy operations. When bears are known to be in the neighbourhood, the cattle are driven in at night, and fires lighted for their protection. Nothing can be more picturesque than the subjects at times found at these chalets, when groups of every description of cattle, horses, goats, dogs, &c., and of all ages, are grouped around amidst the rocks.

Norway is particularly rich in subjects of winter scenery. At that season all the cattle have been driven in from the hills; the sledge and snow-skates (*skier*) are in request, and all is life and animation during the short period of daylight.

9. ANGLING.

The innumerable lakes and rivers in Norway, almost all of which teem with fish, render it the most attractive country in Europe for a fishing tour. Trout are abundant, and grayling, even in the lakes and streams upon the great mountain plateau, or fields, and salmon in every river where they can get up from the sea. Char, pike, and a variety of other fish are met with in most of the lakes. In the Miösen Lake, near Christiania, Route 26, it is said there are upwards of 20 different varieties of fish. But there is no doubt that salmon-fishing in Norway has deteriorated of late years, and is now very difficult to procure. The fish themselves have diminished in numbers from the more skilful modes of netting employed by the natives, and from the use of the leister, which, though contrary to law, is much practised in some rivers. English anglers, too, have become more numerous, and all the *first-rate* waters are rented by them upon regular agreements for a term of years, while the natives themselves have learned to flog the waters with bad imitations of English flies. Still, no doubt, tolerable salmon-fishing may yet be obtained, but not by the mere casual traveller, nor unless it is made a special object. That splendid fishing was to be had there is proved by the published accounts of numerous English gentlemen. Mr. Belton, in his admirable book (*Two Summers in Norway*), first made known the salmon-fishing to be had in the Namsen and other streams; and to his experience, and also to *Sport in Norway*, by Mr. Barnard, we are indebted for some of the following observations.

Salmon.—The tumultuous rapidity of the Norwegian rivers renders them admirably suited for salmon. "A knowledge of the waters which experience alone can give is needful to insure success in the northern rivers, otherwise days are lost in fishing places where there are no fish. Early in the season the deep pools below the fosses and rapids are best. Later on the fish take to the strongest streams, and in autumn lie above the largest falls and rapids." The two most celebrated streams are the Alten and the Namsen, N. of Trondhjem (see Route 24). The Guul, Route 26, towards Trondhjem; the Siva, which falls into the upper part of the Lange Fjord, Route 30; the Rauma, upon the same Route; and the Lauven, near Laurvig, Route 24, are also well spoken of. The great Tana River, to the E. of the North Cape (see Route 24), abounds in salmon, but there is no doubt that the take of salmon by nets there has decreased of late years. Many ascribe this decrease to the great number of seals which abound on the shallow banks at the mouth of this river, and which no doubt intercept many of the fish on their passage to fresh water. Still, however, it is a magnificent river, and very heavy fish are to be taken in it. The best fishing-places in it are at Seida Fos, about 40 miles from the mouth; Kjæring Fos, and at the mouths of the Valjijok and Levvojok. Any one intending to try it must be prepared for a rough life. There is no habitable house on the whole length of the river, and a tent and every necessary for camping out must be taken. Mosquitoes swarm. If Tana should turn out a failure, the Pasvig and Neiden, in East Finmark, might be tried, or the Jacob's Elv on the Russian frontier, where no Englishman has probably ever fished. It is about 14 Eng. miles from Vadsö, where the steamers stop. The fortnightly steamer from Hammerfest to Vadsö calls at Tana mouth, and also near the mouths of the Pasvig and Neiden. None of these three rivers would fish before the beginning of July. We have before stated that salmon are found in all the rivers upon the coast where they can get up, but as most of the streams S. of the Rauma down to the Lauven are comparatively short, and remain in a more or less turbid state till towards the end of summer, such fishing cannot be obtained in them as in the larger streams; at the same time those who have not been spoiled by the splendid sport offered by the latter, when the waters are in good order, will find ample occupation in the smaller streams, some of which, no doubt, are still unknown to anglers. This is particularly the case with those rivers which fall into the Sogne, Hardanger, and other fjords upon the W. coast, in the midst of some of the grandest scenery in the country, and where excellent general shooting may likewise be had.

The great point upon which the success of a fishing expedition to

Norway depends is to hit the proper time for it; to be neither too early nor too late. The fishing season is short, and always later towards the N. All the streams flow from the great range of mountains running from N. to S. There are always two floods every year; the first in the early part of the summer, caused by the melting of the snow in the valleys, &c., and the second arising from the breaking up of the ice in the mountain lakes, at a later period; before the latter has subsided, few, if any, good fish will be found in the rivers. Taking the Alten as the most northern great salmon stream on the W. coast, the mountain flood there does not subside before the beginning of July; and, upon the average, the best season for that river is from the middle of July to the end of August. Farther S. the season is usually a month or fortnight earlier, but, throughout Norway, July and August may be considered the best months for salmon-fishing. The abundance of salmon in the great Norwegian streams may be judged of by the fact that an English gentleman, in the season of 1847, killed 2500 lbs. weight in the Alten in 14 days, his fish averaging from 15 to 35 lbs. each. This is by no means a single instance, many gentlemen having met with equal success, particularly in the Namsen. Evening and early morning will be found the best times for fishing during the height of the season. Though, undoubtedly, the best places on the best rivers are leased from year to year, there are still many opportunities open to the energetic fisherman where fair sport can be obtained. In addition to the rivers already named, we may mention the Ranen and Vefsen rivers in Nordlands Amt (R. 24). Sannæsöen is the nearest station for the Vefsen. In N. Trondhjem Amt the Værdals Elv, a little north of Levanger, is a likely stream for salmon and trout (R. 24); and splendid fishing may be had at the famed Steenkjær (R. 24). Herr Moe, a merchant, residing at Steenkjær, can give every information. A steamer runs there weekly from Trondhjem. The Orkla Elv (R. 24) is a good river, if it is not leased. Fandrem, Gumdal (a good station), and Langsæter will be found to be the best places. The Nid Elv (R. 26) abounds with fish; and some sport may occasionally be had in Skaugdals Elv, north-west of Trondhjem, near Uddue, where the steamer stops (R. 26). The Eridsfjord Elv, midway between the Rauma and Sundals Elv (R. 24), is a good river. In 1860, 2569 lbs. of salmon were taken by one rod in 39 days. Most of the fishing on Sundals and Surendals Elv is taken up. The Leirdals Elv (R. 21), Aardals Elv (R. 21), and Aurlands Elv (R. 21) are excellent rivers. The Vosse Elv (R. 21) is a fine salmon river. Good quarters at Bolstadören; large fish have been taken here. The fishing near Stavanger is poor; but good snipe shooting may be had in the marshes in

August. In the neighbourhood of Christiansand some fishing may be had in Topdals Elv (R. 24), and in Torrisdals Elv (R. 24). The fishing belongs to Consul Vildt, a Swiss gentleman in Christiansand, who will probably give permission. Some fair sport may also be had in Enningdals Elv, near Frederickshald (R. 36). Salmon-fishing is now so much sought after by our countrymen, and such high prices given, as to render success anything but a certainty to new comers.

Trout.—The salmon-fishing in Norway has such attractions for the angler that all the smaller fry have been comparatively neglected, few of the streams and lakes of the interior having been tried, except hastily, by those *en route* to or from the coast. The smaller streams and lakes will usually be found to contain a greater abundance of fish, and in better condition, than the larger waters. The best fish will invariably be found near the bottom of falls, and especially those above the larger lakes. Even upon the Dovre, and other great fjelds, the trout run to 6 lbs. In all the above-named rivers, first-class trout-fishing may be had. Indeed, there is scarcely a river in the country where trout are not plentiful. In the interior, and eastern parts of the country, the following places can be especially recommended, viz.—Dale and Strængen, at either end of Bandags Vand (R. 23), Nisser Vand (R. 23), on the road from Arendal to Tellemarken; Mjös Vand (R. 21). Good trout-fishing may be had at Hönefos (R. 22); Vaage Vand and its tributaries (R. 26); Rena Elv (R. 31); Trysil Elv, running out of Famund Sö. Good grayling fishing may be got at Eidsvold and Minde, in August (R. 26).

The waters of the higher mountains of Central Norway should be avoided until the summer is well advanced. In the S. and lower parts of the country the season for trout-fishing may be considered as commencing about the middle of June, and ending with September.

Flies, Rods, &c.—Only inferior tackle is to be obtained in Norway; it should therefore be taken from England, and be of the very best quality. The salmon killed are so large, in some cases being 40 lbs. weight and upwards, that the strongest lines must be used. No exact directions for flies can be given; salmon take most unaccountable flies of all sorts and sizes, and of all colours. A general rule may be to fish with large bright flies when the water is heavy, and to diminish in size as the water falls, till, late in the season, small flies on single gut are the only ones which salmon will look at. The fishing-tackle makers in London know the style of flies and patterns generally used.

A well-oiled silk line, not less than 120 yards long for the large rivers, will be found preferable to the patent mixture of horsehair and silk. The casting line should be of the strongest treble gut, and plaited,

not twisted, the reel of ample dimensions and single action, and the gaff of wide curve and firm build. The rods should comprise two for salmon, a stout one not less than 18 feet long, and a second a foot shorter, and lighter, with an extra small joint and spare tops to each of them.

For trout flies, decided colours, either gay or dark, are also the best; and a great variety of colours is not so important as a good assortment of different sizes. Small Irish sea-trout flies kill well, and in the evening or at night white and brown moths. But trout vary so much in their likes and dislikes that it is useless to attempt giving any particular colour the preference. For char, the common red palmer is recommended.

Most of the rivers belong to small proprietors located along their banks. Formerly a small gratuity of ten dollars secured the exclusive right of fishing, but now, owing to the competition that has arisen, and from the avidity shown by some of our English fishermen, the prices have risen greatly; rents varying from 100*l.* up to 500*l.* for a river are demanded and paid, and the tenant is allowed only one-fifth of all the fish he catches. Still there are probably rivers at the heads of some of the long-unfrequented fjords which have not been explored and tried.

An experienced man has been directed by the Norwegian Government to visit all the rivers, and, where feasible, institute artificial breeding of salmon. With what success, in a country where running streams are frozen to the bottom for some months in each year, remains to be seen. Besides this, the Storthing passed a law in 1857, prohibiting the use of nets at the mouths of salmon rivers. These measures may, perhaps, have some effect in arresting the sensible decrease that has been perceived in the numbers of the fish taken of late years. Those who will content themselves with trout may still find some sport in Norway.

10.—SHOOTING.

Norway formerly abounded in game and wild beasts; both have somewhat decreased as the population has advanced, but from the mountainous nature of the country, it is always likely to remain one of the best in Europe for wild shooting. Prior to 1845 game was unprotected, and therefore destroyed at all seasons; but in the Storthing of that year a law was passed for its protection, which has proved very beneficial. It is somewhat the fashion to complain of the general scarcity of all descriptions of game in Scandinavia, but, comparing different accounts, and the supply brought into the markets, there is little doubt that game is far more abundant there than is generally

imagined. The general shooting along the western coast is poor; and, indeed, in any part of Norway, large bags must not be expected. Good shooting has been had in some of the islands off the N.W. coast, but these are mostly leased by Englishmen.

Reindeer are met with in all the highest parts of the great mountain range N. of the Fille Fjeld, Rte. 21, up to the N. Cape. Red deer are found in the islands off the coast between Bergen and Trondhjem, and particularly in the large island of Hitteröen, near the latter city, Rte. 26. Elk are rare, but have been met with as low down as Toten and Eidsvold, the Northern Terminus of the Railway, but Österdalen, Rte. 31, is still their favourite resort. Of wild beasts, bears and wolves are killed in all parts of Norway, and occasionally the lynx, and wolverine or glutton.

Hares are plentiful. All up the W. coast wild fowl of every description abound, and, from being so little disturbed, are easy to get at. N. of Trondhjem they are swarming. In July and August numbers of woodcocks are found about the great fjords upon the W. coast. Snipe also abound in low and swampy places. Besides these and Plover, there are of winged game the Capercailzie (*Tiur*); Blackcock (*Urhane*); Hazel-hen (*Hjerpe*); Ptarmigan (*Fjeld-Rype*), only found high up on the mountains; and Wood-grouse (*Skov-Rype*). These last afford the best sport. They are generally to be found in dwarf willow, or alder scrub. It is useless to attempt to shoot them without dogs; no heavy bag can be made with beaters alone. A hardy setter is, perhaps, the best for ryper-shooting. An Irish water-spaniel, perhaps, for duck, and other general shooting. Before the middle of August, ryper are so small and lie so close as to afford no sport. By the middle of September, however, they are wild enough. Partridges are comparatively rare. The capercailzie is found in all the great pine-forests which abound in Norway, the buds of that tree being his favourite food. The blackcock and hazel-hen frequent the numberless valleys where the spruce fir (*Pinus abies*) abounds; and ptarmigan keep to the plateau of the great mountain range, particularly those N. of Trondhjem. Amongst the best places to select for general shooting (including *bears*) are the Fille Fjeld, and the upper parts of the Sogne Fjord, and Hardanger Fjord, Rte. 21; Romsdalen, Rte. 30; the Dovre Fjeld, Rte. 26; the mountains upon the Swedish frontier, Rte. 33; and on many of the islands along the coast. Tolerable quarters may be obtained at most of these places. The stations upon the Fille Fjeld and Dovre Fjeld are amongst the best in Norway. The general shooting in Norway has of late years deteriorated, owing partly, no doubt, to the increased facilities of communication with the large towns, where the peasants find a ready market for what they trap or shoot. Rifle-shooting, too, is greatly in

vogue in the country, and the Bönder may now be seen by scores, scouring the fjelds in all directions, even in the most remote corners. For elk-shooting, the neighbourhood of Kongsvinger, Rte. 35, is the best in Norway; while for reindeer, the fjelds between Gudbrandsdal, Valders, and Bergen Stift, by the Bygdin and Gjendin Lakes, and on the Læsjö and Romsdal Fjelds, large herds may be found the whole year round. On the Rundene and Dovre Fjeld, between Hallingdal and Leirdal, herds of 300 to 1000 are frequently seen.

Those who make shooting a principal object of their tour must take dogs with them, if they wish to have any sport. The gun should be a double-barrel, of large bore; one which can be depended upon for ball to the distance of 100 yards. Except the natives, those who have shot the most game and wild beasts in Norway and Sweden have rarely used a rifle. A smooth-bore is quite as effective for a bear at close quarters as a rifle. Shot may be bought in the large towns; all other ammunition should be brought from England. It is dangerous work to attack a bear single-handed, for fear of only wounding him, when he will generally charge; in that case the hunter's life often depends upon his companion's shot, or his own nerve in not resisting when the bear comes in. The best chance of safety is then to lie down, with the face to the ground, and breathe as little as possible (*Lloyd's* 'Field Sports of the N. of Europe,' vol. i. p. 198). Numerous instances are recorded where hunters have saved themselves by adopting that plan in preference to using the butt end of the gun, or the hunting-knife, against so formidable an assailant at close quarters.

The favourite haunts of the bear in summer are in the thickly wooded mountain valleys and slopes of the mountains, and particularly in the neighbourhood of the sæters, or mountain pastures, where the cattle are grazed. Should a bear have killed a cow in the neighbourhood, and news of it be brought within a day or so afterwards, the most likely method of getting a shot is for the sportsman to watch the carcase of the cow from some place of concealment close by, till the bear returns to gorge himself upon it a second time, which he seldom fails to do, if undisturbed.

The usual native mode of killing bears is to fix three or four guns with the muzzles pointing at different angles across the carcass of a cow that has been killed, tying strings at one end to the triggers, and at the other to the cow, so that they explode when the bear returns and begins to tug at the carcass again, in which case some of the balls can scarcely fail to kill or severely wound him. By far the greater number are killed towards the end of the winter. A good bear-skin may be bought sometimes at some of the skydts-stations for 10 or 15 dollars.

Meat being so rarely met with at the country stations, and game as seldom, although to be found near most places, a tourist's comfort in the commissariat department depends very much on the produce of his gun. Beef stewed to a jelly and poured into the windpipes of oxen becomes quite hard, and never turns mouldy; an inch of this put into a small camp-kettle with game or wild fowl, and vegetables of any kind, makes an admirable dish. Good food is essential to health in shooting expeditions, and great care should be taken to avoid sleeping in the open air, which is most dangerous in the N.

The Ordinance of the Storthing passed for the preservation of game, &c., is dated 4th August, 1845. But material alterations were made in 1863. The following abstract may be useful to sportsmen.

Premiums for Destruction of Birds and Beasts of Prey.—Sections 1 and 2. For every bear, wolf, tiger-cat, lynx, glutton, or wolverine, of whatever age, 5 sp.-ds.; for eagles, 60 sks.; mountain owls, 24 sks.; hawks, 24 sks. Skins of beasts and birds slain to be produced to Foged of district, or his deputy, who is to mark same, and give a certificate for the premium.

The following tables show the number of each that have been killed from 1846 to 1855:—

	Bears.	Wolves.	Lynxes.	Gluttons.	Eagles.
1846	219	328	104	81	1055
1847	270	259	116	88	2594
1848	264	247	144	51	2498
1849	325	197	110	96	2142
1850	246	191	118	39	2426
1851	276	281	101	50	4620
1852	202	236	118	45	3415
1853	142	191	116	51	4603
1854	198	169	94	35	3379
1855	212	235	125	72	2559

Besides about 700 or 800 mountain owls, and the same number of hawks destroyed annually.

Game Laws.—Sect. 3. Elks and stags not to be killed except between 1st August and 1st November, and then only by the proprietor of the ground. One elk and 2 stags only to be killed during that time upon each separate property. But these restrictions as to time and number not to apply to islands which are private property, or those kept within walled parks. *Sect.* 4. Wild reindeer not to be killed between 1st April and 1st August. *Sect.* 5. No beavers to be killed for 10 years after 4th

August, 1845, but it is feared that this law has come too late to prevent their total extinction. Their last retreat is Tellemarken. Time the same as for elks, &c. *Sect.* 6. Hares not to be killed between 1st June and 15th August. Owners of land alone entitled to kill them during rest of the year. *Sect.* 7. Female capercailzie and greyhens may not be shot between 15th March and 15th August; male capercailzie, black-cock, hjerper, and ryper may not be shot between 15th May and 15th August; salmon and sea-trout not to be taken between 14th September and 14th February; ptarmigan between 1st January and 1st September.

No water-fowl used as food (birds of passage excepted) may be killed between 1st April and 15th July, or deprived of their eggs after 1st June; but the provinces of Nordland and Finmark are excepted from this enactment as to water-fowl and their eggs. The *eyder-duck* is especially protected, on account of its valuable down.

Sect. 8. Occupiers entitled, upon their own land, to kill stags which injure crops, &c. *Sect.* 9, in addition to the owner's remedy for trespass, renders the offender liable to the following PENALTIES for game killed contrary to the above enactments. Elks, 63 sp.-ds.; stags and beavers, 30 sps.; wild reindeer, 10 sps.; hares, 2 sps.; and other game, 1 sp. Unlawfully depriving nest of eggs, 60 sks. *Sect.* 10. Suits for penalties under last section to be settled in police courts. When information is lodged, the officer is to inform the accused of the amount of the penalty, and enquire if he will pay it. If he agrees to do so, and fails in his promise, it may be levied upon him by an execution. Should he deny the offence, then the officer will proceed to investigate the charge and decide upon it.

Fines levied to be divided between *the informer* and poor of district.

Penalties to be without prejudice, and in addition to any reparation reserved to proprietors by usual course of law, for an infringement of their rights in hunting, fishing, or preserves.

Lemmings (*Georychus lemmus*) occasionally visit Norway in great numbers. They are nearly as large as a water-rat, of a tawny colour, with black stripes over the withers. They are much larger than the Siberian ones, which are about the size of a field-mouse. They appear in Norway about once in every four years; impelled probably by a too great increase of numbers to leave the mountains they inhabit, and not, as many Norwegians are inclined to believe, by an instinct of the approaching winter being more than usually severe. They move from E. to W. in as straight a line as possible, swimming large rivers, and wide fjords, wherever they come upon them, till they reach the islands on the seaboard of the Atlantic. Occasionally, if they have been overtaken by a storm, great numbers are found floating on the surface of the

water, drowned. They never appear to return eastwards. The probable explanation of this is that most of them are devoured by the owls and hawks, which follow them. They move chiefly at night, devouring most of the herbage, or corn, it may be, as they pass. Formerly the Norwegians believed them to have fallen from the clouds, and so great was the mischief caused by them that they were solemnly exorcised by the priests, and a Lemming-Litany was appointed to be said with this object.

§ 11.—SUCCINCT ACCOUNT OF NORWAY: FJELDS, FJORDS, GEOLOGY, CLIMATE, FORESTS, POPULATION.

The possessions of Norway are confined to the W. part of the great Scandinavian peninsula, including Norwegian Lapland and the islands off the W. coast, the most important of which are the Loffodens, N. of the Arctic Circle. The length of the Norwegian territory, from the most southern point at the Naze to the N. Cape, is upwards of 1100 English miles. Its breadth varies considerably, being about 40 miles at the narrowest part in the N., and 260 at the widest portion in the S. Its total area in square miles is 121,800.

The great chain of the Kiölen Mountains commences in the extreme N. of Lapland, and, in conjunction with others, runs through the whole length of the peninsula. All the country is mountainous, and abounds in lakes, rivers, and forests. The leading features in Norwegian scenery are the fjelds, fjords, and valleys.

The *Fields*, or Fjelds, are the plateaux of those different ranges of mountains, such as the Dovre Fjeld, the Hardanger Fjeld, &c., which form part of the great chain from N. to S. above mentioned. These fjelds or plateaux are of vast extent, and from them the highest summits in Norway rise to about 8000 feet. On the E. side of this great chain the descent is gradual; on the W. abrupt and precipitous.

There is one peculiarity of the Norwegian fjelds which gives a stern character to the scenery, and renders pedestrian travelling particularly painful and difficult. The Norwegian hills and mountain plateaux, above the range of forests and below that of perpetual snow, have their surface entirely covered with illimitable stone-heaps, or broken rocks. These are not the results of landslips, nor are they boulders brought from a distance. Their angles are sharp, as the traveller knows to his cost, after having been compelled to pick his way for miles from point to point, with the risk, if his feet slip, or the stone rolls from under him, of breaking his legs, or at least grazing his shins. The slopes and summit of Ben Nevis will give those who have traversed it some

idea of a condition of the earth's surface which in Norway is almost universal. Whence comes this mass of stones? It would seem as though some geological convulsion of former days had shaken the mountain-tops to pieces, and then levelled the loose fragments.

The *Fiords*, or Fjords (Friths), are arms of the sea with which the whole coast is indented, and particularly the W. The Christiania Fjord is the largest in the S. of Norway. In the W. the Hardanger and the Sogne Fjords are the most extensive; the latter runs upwards of 100 Eng. m. from the coast into the mountains. Most of these fjords upon the W. coast have several branches, and at the head of each of them there is generally a stream where salmon will be found wherever they can get up. It is upon the upper parts of the fjords on the W. coast that the most grand as well as the most picturesque scenery in Norway exists. "Many of these larger *Friths* resemble in plan the skeleton of a tree, and it is not so much along the main channels as in the offshoots, corresponding with the branches and twigs, that the grandest scenery is to be found. Many of these are dark narrow *lanes* of water; wooded precipices rise straight from the water, and numbers of cataracts roar down on all sides. Many of the falls remind one of the Swiss Staubbach; tassels of spray depending from some ledge, and swinging with the breeze some thousand of feet above the Fjord."—*Campbell.*

The *Valleys* (Dalene). Throughout the greater portion of that chain of mountains before mentioned there are minor lateral ranges branching off, and which form deep and, for the most part, narrow valleys between them. Each has its stream and lakes. Some of these valleys are of great length, extending upwards of 100 Eng. m., and containing numerous farms. Indeed, all the best land in Norway is to be found in her valleys. It is the lower parts of these valleys which, upon the W. coast, form the fjords; they are never frozen near the sea, and make some of the finest harbours in the world. The lakes and streams in Norway are innumerable, and all abound with trout. The largest lake is the Miösen, between Christiania and Trondhjem. In the N. the principal rivers are the Tana, the Alten, and the Namsen; and in the S. the Glommen, the Lauven, and the Drammen. Waterfalls are very numerous, and many of them are upon a grand scale. (*See* § 8).

Geology.—The whole Scandinavian peninsula is highly interesting to the geologist and mineralogist. Norway and Lapland are chiefly composed of primitive and transition rocks. Granite is rare, the prevailing rock being gneiss, which sometimes alternates with granite. Mica-slate also abounds, and is associated with the gneiss; while in beds subordinate to both are limestone, quartz, and hornblende. The plateaux of the mountains are often covered with blocks of a conglomerate rock, in which

pebbles of quartz, feldspar, &c., are imbedded, and which, being smooth and rounded, have evidently been, during a remote but lengthened period, subject to violent friction. The southern part of Norway has frequently experienced earthquakes, and numerous instances exist, in various parts of the country, which prove that it has been upheaved by volcanic action.

Mineralogy.—The Norwegian mountains appear to be rich in minerals, of which the chief are iron, copper, silver, nickel, and cobalt.

Climate.—The climate of Norway is healthy, and the weather (except on the W. coast) is generally more steady than in England, being either good or bad for a considerable period without any change. A country, however, ranging over upwards of 13 degrees of latitude, and 26 degrees of longitude, must present some varieties of climate, although it is not so much to the difference of geographical position that these modifications are to be ascribed as to other operating causes, such as vicinity to the ocean, height above the level of the sea, peculiarly sheltered situations, and a variety of other causes, which in the same latitude frequently occasion considerable difference in temperature.

In many of the fjords, the waves of the ocean literally lave the foundations of the houses; whilst the inhabitants of the interior frequently locate themselves at a height of 3000 feet above the level of the sea. The town and copper-mines of Röraas, for instance, stand at an elevation of 3000 feet, and several inhabited valleys branching laterally from the great Akershuus valley rise to the height of 1500 to 2000 feet.

It is principally owing to the Gulf Stream that Norway enjoys—at least its N. and W. parts—so mild a climate. "The Gulf Stream impinges on the western coast somewhere about lat. 62°. From this point of impact it takes a northerly direction, and follows the coast line to the Russian frontiers on the Arctic Ocean. It is owing to this that the mean temperature at the N. Cape and at Christiania, during the winter months, though these places are separated from each other by 12° of latitude, is the same. But on penetrating for a few miles into the interior, out of the influence of the sea-air, the cold in winter is intense to a degree, while the heat in summer is equally oppressive. Thus at Valle, in Sætersdal, lat. 59°, lying at an altitude of 1000 feet above the sea, the thermometer in summer may stand at +42° cent., and in winter fall to − 35°!"

A wooded district enjoys less of the warmth of the sun, consequently is generally more humid; in these cases a judicious clearance will tend to increase the temperature and check the severity of the frequent spring frosts which injure the corn in the eastern valleys of Norway. In other places, where the forests have served as a protection against cold and destructive winds, to which the land may from its peculiar local circum-

stances be exposed, much injury has been done by their indiscriminate clearance; and it is a well-known fact that many farms which formerly afforded remunerating crops have been rendered unproductive solely from this cause.

Norway, on the whole, enjoys the mildest climate of any region so remote from the equator. In Iceland the limit of snow in latitude 69° is 2900 feet; on the E. coast of Greenland it descends to the water's edge and forms icebergs; in the Scandinavian Sea, ice is formed in latitude 80°, whilst around the North Cape, in latitude 71° 11', and at the head of the deepest fjords, the sea never freezes.

In Siberia, every trace of agriculture ceases at 60°; whereas in Norway oats will ripen under latitude 69°, rye under 69½°, and barley under 70°. Owing to the continuous daylight in summer, vegetable growth goes on with incredible rapidity. From observations made at Alten, lat. 65°, it has been ascertained that barley will grow 2½ inches, and peas 3 inches, in the 24 hours, for several consecutive days, and this under the same parallel of latitude as that under which the ice-bound regions of Victoria Land, Disco Island, and Boothia Felix are situated! At Hammerfest, hay is made in a month after the snow has left the fields.

Pine-woods in the south of Norway reach about 3000 feet above the level of the sea; farther to the north its highest limit sinks still lower. The limit of birch in the south of Norway is about 3300 feet. Above this level, and below the perpetual snow, there are capital grass-runs in summer of great extent.

The *Population* taken by the census in 1865 was about 1,701,478 souls; in 1855 about 1,500,000, whilst in 1835 it was only 1,194,000. By the census of 1835 the population of Christiania was 21,757; by that of 1845 it was 30,931; in 1855 it had increased to 40,000, an increase at the rate of nearly 1000 per annum in the last 20 years. At the census taken immediately after the separation from Denmark the population did not exceed 10,000; and the total population of the country was then 514,530 less than in 1845.

The number of Norwegian Laplanders in 1855 was 15,999, of whom 14,054 had fixed residences, and 1945 were nomads.

The animal stock in the whole country in 1855 consisted of 154,447 horses, 949,935 oxen and cows, 1,596,199 sheep, 357,102 goats, 113,320 pigs, and 28,000 tame reindeer, approximately.

12.—HISTORICAL NOTICE.

The early history of Norway is enveloped in darkness, and rests on

traditions embodied in the Icelandic sagas and the famous Chronicle of Snorro Sturleson, which date from the 11th and 12th centuries. The aborigines were probably a few Lapps scattered in families all over the country till they were driven northwards, and confined to their present abodes by the influx of the forefathers of the modern Norwegians. These, as well as the Danes and Swedes, are descendants of a branch of the great Gothic stock, whose memory is preserved in numerous local names in Scandinavia. These three nations form the northern or Scandinavian division of the Germanic or Teutonic race; whilst the Germans, the Dutch, and the Flemish form the southern or German division, to which also the Anglo-Saxons belonged. The exact date of the arrival in Scandinavia of the Gothic tribes is not known, but probably was not long anterior to the Christian era. The results of archæological research, and the traditions themselves, point alike to the conclusion that the Gothic inhabitants of Scandinavia came from Asia, and, after wandering through the eastern and middle parts of Europe, where kindred tribes remained, occupied Denmark first, and thence, crossing the Baltic, southern Sweden and Norway. The theory proposed by Professor Munch in his celebrated work on the history of Norway, to the effect that the ancestors of the modern Norwegians came through Finland round the northern extremity of the Gulf of Bothnia, has shown itself untenable, as no traces of such a migration can be found. The settlers formed for a long period numerous small communities, which waged continual war upon each other until Harald Haarfager (the Fair-Haired) finally completed the conquest of the whole country in the latter part of the 9th century. In the commencement of his career, having been told of the charms of Gyda, daughter of the King of Hordaland, Harald sent messengers to her with the offer, not of his hand, but of his heart. Her proud reply is stated to have been that, so far from being the mistress, she would not even be the wife of a chief whose territories consisted of a few insignificant provinces, and that she would never marry any one who did not hold absolute sway over the whole country. Admiring her ambition, he vowed to the gods that he would neither cut nor comb his hair until he had subdued all Norway, and that he would do so or perish in the attempt. Upon the completion of his vow the princess became his wife, according to the custom of the period sharing that honour with eight others.

From the completion of Harald's conquests of the country, about 885, down to about the middle of the 13th century, is comprised the heroic period of Norwegian history, replete with tales of the grandest warlike exploits. But although great riches, no doubt, were brought home to Norway by Vikings, the elements of a healthy development of

the country were wanting, and the strength of the people was gradually exhausted by foreign expeditions and internal feuds.

The union of Norway into one kingdom by Harald Haarfager induced many of the petty chieftains to emigrate, and similar causes produced a similar effect at about the same time in Denmark and Sweden. The naval expeditions which had for some time already been going on from Scandinavia, with a view to pillage, assumed much larger proportions, and the object of the Vikings now became principally to find new homes on other shores. Whilst the Danes settled in England and in Normandy, the Norwegians settled in Scotland and in Ireland, and the many hundreds of local names of Scandinavian origin in the British islands bear witness to the numbers of the settlers. According to later traditions, Rollo, the first Duke of Normandy, was an exiled Norwegian chieftain; and some writers have fixed his home in Norway at Aalesund (Rte. 24). But contemporaneous chroniclers state that he and his followers were Danes, and many of their descendants there are still surnamed "le Danois." Danes and Norwegians alike were called Northmen. The whole seaboard of Europe was visited by Vikings, and many notably Norwegians came to Constantinople (in the ancient Scandinavian tongue called Miklagard "the great Court"), where they served in the guard of the emperors. The Scandinavians also reached Constantinople through Russia, where the Vikings were called "Westmanna." One of the most interesting exploits of the Norwegians was their occupation of Iceland in the 10th centy., from whence they discovered America centuries before Columbus (see *Denmark*, Rte. 9).

Harald Haarfager died in 933. His son, Hagen the Good, was brought up in England in the court of Athelstane, and was the first king who endeavoured to establish Christianity in Norway; but Paganism was not finally eradicated until the 12th century. There is a curious story told in *Hagen the Good's Saga* with reference to the introduction of Christianity. The king was suspected of being a waverer from the old religion, and his nobles insisted on his attending a banquet held to Odin, and drinking the horse-broth in his honour, to which the king was obliged to consent, but with very bad grace. This seems to have been the test applied by the worshippers of Odin to all whom they suspected of Christianity. And certainly there was nothing which the monks and early missionaries to Scandinavia denounced more warmly than eating horse-flesh, as savouring of the ancient worship. The repugnance to eating horse-flesh, still felt by all nations of the Germanic family, perhaps has its origin from this.

In 1016 Olaf (Olave) the Second ascended the throne of Norway. He is more usually known as Olaf the Holy, or St. Olaf. After

pledging himself to respect the rights of the native chiefs, in order to force Christianity upon his subjects, he not only destroyed the heathen temples but propagated the Christian faith with fire and sword. Under the sacred banner of the Cross he perpetrated the most ruthless deeds of blood and plunder, until his atrocities raised the whole country against him.

In 1028 Canute the Great landed in Norway, and was elected King; while Olaf, deserted by his people, retreated into Sweden. He subsequently invaded the country with a view of recovering the throne, and a desperate battle was fought at Stiklestad, N. of Trondhjem (see Rte. 24), in which he was slain, 31st August, 1030, together with most of his followers. A few years afterwards, his body having been found incorrupt, it was considered a miracle, he was declared a saint, and the corpse taken to Trondhjem and buried there. A chapel was erected over it, which became the origin of the Cathedral. Pilgrimages were made to the shrine of St. Olaf up to the time of the Reformation. See also Trondhjem, Rte. 26. Many churches in Scandinavia, and even in London, were dedicated to this precious saint.

Sweyn, the son of Canute, was deputed by him to the government of Norway, with the regal title, but upon the death of the latter, in 1035, Sweyn was driven from the throne, and Magnus I., the illegitimate son of St. Olaf, obtained possession of it. He died in 1047, and was succeeded by his uncle, Harald III., one of the greatest warriors of his age, and the founder of Osloe, now the city of Christiania. At the instigation of Tostig, brother of Harald II. of England, he invaded that country, but in the battle fought at Stamford in Lincolnshire in 1066, both Harald of Norway and Tostig were slain. The son of Harald (Olaf III. of Norway), with the whole of the Norwegian fleet, fell into the hands of Harald of England, who generously allowed Olaf to depart with 20 ships. Harald himself perished, within 3 weeks afterwards, upon the field of Hastings.

Magnus III., surnamed Barfoed (Bare-foot), was the successor to his father, Olaf III., and became one of the most warlike and heroic monarchs of Norway. In 1098 he conquered the Isle of Man, the Shetlands, Orkneys, and Hebrides. He afterwards invaded Ireland, where he was surprised and slain in 1103, after a gallant resistance. His son, Sigurd I., surnamed Jorsalafare, *i.e.* Traveller to Jerusalem, is celebrated in the annals of Norway for his pilgrimage to Jerusalem, and his exploits during the voyage. He sailed in 1107, with a fleet of 60 ships, and was 4 years absent. His first winter was passed in England, where he was hospitably entertained by Henry I. Continuing his voyage, he fought several battles afterwards with the Moors

in Portugal and at sea. Landing in Sicily, he was magnificently entertained there by Roger, the Norman sovereign of that island. He then proceeded to Jerusalem, where the offer of his sword was most acceptable to Baldwin. His last exploit in the Holy Land was that of joining in the siege of Sidon, and when the city was taken half the booty became his. He returned home by way of Constantinople and Germany. The fame of this expedition still lives in the memory of the peasants of the Sogne Fjord, many of whose ancestors took part in it.

Before leaving Constantinople, Sigurd placed the figurehead of his own ship, a gilt dragon 12 ft. long, on the Church of St. Sophia; but in 1204, after the capture of the city by the Crusaders, the new Emperor Baldwin of Flanders sent it as a present to the city of Bruges, from whence it was carried away in 1382 to Ghent; and there it still remains, on the great belfry, the pride of the citizens and long a puzzle to the antiquaries.

Dissension and civil war followed upon the death of Sigurd, which for a time were checked, in 1152, by the good offices of the Papal Legate, Nicholas Breakspear, an Englishman, who afterwards ascended the pontifical throne as Adrian IV. He succeeded in getting a metropolitan see established at Trondhjem, with a jurisdiction not only over Norway, but also Iceland, Greenland, the Faröe Islands, Shetlands, Orkneys, Hebrides, and Man. These two last were called the "Syderöer," or Southern Islands, in contradistinction to Orkney and Shetland. This word is no doubt the origin of the name "*Sodor.*"

Hagen IV. made war upon Scotland for the continued possession of the Hebrides, and died during the expedition in 1263. From this time commenced the decline of the national prosperity of Norway, attributed to the continued foreign and civil wars, which thinned the population; and also to the monopoly of trade established by the Hanse towns, which crushed the national industry, and shackled the trade of the country so fatally as still to have left its traces upon the W. coast.

Another fearful blow to the prosperity of Norway was the plague (called the Black Death), which in 1349 was brought by an English ship, which had been driven into Bergen, the crew having previously perished. In Trondhjem, the archbishop and the whole of the chapter died, with the exception of one canon. Solomon, Bishop of Osloe, was the only bishop who survived. Many appalling traditions relating to this scourge are yet extant in the country. Several densely populated valleys lost all their inhabitants; the domestic animals also were smitten with this plague. The peasantry, for want of cattle and strength to labour, could not cultivate their land, and the famine which succeeded completed what the plague had begun; many districts

became waste, and forests sprang up, which remain to this day, where cultivated fields were to be seen previously. Industry, trade, and navigation were stopped, and the country fell into decay, from which it did not recover for centuries.

Hagen VI. married the daughter of Valdemar IV. of Denmark, and died in 1380, when the Norwegian crown descended to his infant son, then Olaf III. of Denmark, from which period, down to 1814, the two countries remained united under one sceptre. Olaf III. of Denmark and V. of Norway died young, and was succeeded by his mother, the famous Margaret, known as "the Semiramis of the North." Victorious over the King of Sweden, she subsequently united that country to her dominions, and in 1397 succeeded in obtaining the signatures of the chief nobles and prelates of the three kingdoms to the celebrated act, known as the Union of Kalmar, the chief object of which was, in future, to unite the three crowns on one head; and, with that view, it was stipulated that a perpetual peace should reign between the three countries, the subjects of each to have equal rights at the election of their sovereign, each kingdom to be governed by its own laws, and all to unite in the common defence.

But the successors of Margaret, German princes, distantly related to the old royal family of Denmark, had not the energy and ability required for carrying out her great work.

Christian I. mortgaged the Shetland and Orkney Islands for a portion of his daughter's dowry on her marriage with James III. of Scotland; the money was never afterwards paid, and thus these islands became transferred from Norway to Scotland.

In 1523, the Swedes—who had never cordially accepted the Scandinavian union, and who were exasperated at the cruel measures of King Christian II.—finally re-established their independence under Gustav Vasa, and soon after, the political relation of Norway to Denmark was materially altered. In the same year in which Christian II. lost the crown of Sweden, the nobility in Denmark rebelled against him, and elected his uncle Frederick I. to be king in his stead. Civil war ensued, for the lower and middle classes favoured Christian II. as much as the nobles hated him. He sought assistance abroad, and landed in Norway in 1531, where he found many adherents, but was finally compelled to enter into negociations, and was made a prisoner for life. At the death of Frederick I., in 1533, the friends of Christian II. rose again, and Copenhagen declared for him; but the armies of Christian III. were victorious, and the capital succumbed after a twelvemonths' siege. Norway was punished by the victorious party for her adherence to Christian II. by the loss of her independence; she was deprived of her

parliament, and reduced to a mere province of Denmark instead of being a free elective kingdom—a hard measure to which she was too weak to offer even a show of resistance.

In 1536, under Christian III., the Reformation was introduced, and gradually and peacefully carried through. Amongst the following Kings of Denmark none was more popular than Christian IV., who often visited the country, and founded the towns of Christiania on the ruins of ancient Osloe, and Christiansand. In his reign the rich silver-mines at Kongsberg, and the copper-mines of Röraas, the largest in Norway, were discovered. He also improved the laws and administration of Norway greatly. During the first two centuries after the separation of Sweden from Denmark and Norway, there were frequent wars between the two Scandinavian powers, in which the Norwegians took a conspicuous part. Tordenskjold, the most popular hero of the Danish navy, was a Norwegian, and it was in Norway, at the siege of Fredrikshald, that Charles XII. of Sweden met his death. Norwegians also took a considerable part in the literary and scientific life of Scandinavia. Ludvig Kolberg, the father of modern Danish literature, was a Norwegian, and so were Ewald, Wessel, and other highly esteemed authors. Copenhagen and its University, of course, formed the intellectual centre of the Dano-Norwegian nation, though a Norwegian Society of Sciences had its seat in Trondhjem. In this respect, a change would in any case have resulted from the establishment of a University at Christiania in 1810 under Frederick VI., but the two countries were violently separated after having been united for more than 400 years.

In 1810, the Emperor Alexander of Russia, by one of those transactions which are always condemned when they come to light, but which nevertheless always form the subject of *la haute politique*, guaranteed Norway to Sweden in exchange for Finland, on condition that the Crown Prince Regent of Sweden (Bernadotte) would join the allied sovereigns. He accepted this arrangement, which was confirmed by the great powers, and, after the battle of Leipsic, the Crown Prince marched into Holstein with a considerable force, and compelled Frederick VI., under the terms of the treaty of Kiel, to cede Norway to Sweden.

Many of the Norwegians were at this time prisoners of war in England, and had been offered their liberty upon giving their parole not to bear arms during the continuance of the struggle their country was making. To a man they refused these terms, and remained in prison till the war was over.

When the treaty with Bernadotte became known, the Norwegians were justly indignant at being thus transferred from Denmark to Sweden without their consent, and determined to resist it and declare

their independence. The Prince Christian (afterwards the 8th king of that name in Denmark) was then Governor-General of Norway, residing there. He convoked a national diet, which was composed of 113 representatives of all classes of the people, and met at Eidsvold, near Christiania (see Rte. 26), on the 11th of April, 1814. The constitution, as it now exists, was then prepared. On the 17th of May following, the Prince Christian was elected King of Norway, and the diet thenceforth took the name of Storthing. The Swedes, led by Bernadotte, invaded Norway by way of Frederickshald, and the allies blockaded the coast. Longer resistance became a useless waste of life and property, and accordingly, on the 14th of August, the most favourable terms having been offered to the Norwegians, an armistice and convention were agreed to between the belligerents. Christian abdicated the throne of Norway, and Charles XIII. of Sweden was elected in his place, as king of Norway. On the 4th of November, 1814, he accepted the constitution, on which day it is therefore dated. It comprises 112 articles, the first of which declares that "Norway shall be a free State, independent, indivisible, and inalienable, united to Sweden under the same king." On the death of Charles XIII., in 1818, Bernadotte ascended the throne of Norway, as Charles John XIV. Desirous of introducing several important alterations in the institutions of the country, he is stated to have tried every means to gain a majority in his interest in the Storthing, but in vain; not a single member could be found who would abuse the confidence of his constituents. An armed demonstration was equally unavailing, and the firm, determined patriotism of the Norwegians has enabled them to resist all attempts which might have proved injurious to the interests of "Gamle Norge" (Old Norway).

On the death of Bernadotte, on the 8th of March, 1844, his son, Oscar I., was proclaimed, being then in his 45th year. Soon after his accession, King Oscar gave the Norwegians a separate national flag, which his father had denied them. He also decreed that, in all acts and public documents relating to Norway, he should be styled King of Norway and Sweden, instead of Sweden and Norway, as heretofore. In August, 1847, he created an order of merit for the Norwegians, "St. Olaf." These judicious arrangements, combined with his liberal and enlightened views, his scientific acquirements, and untiring industry in the duties of his high office, endeared him to his Norwegian subjects, with whom he was most popular.

In September, 1857, King Oscar was attacked by a malady, which incapacitated him from holding the reins of government. His son, Prince Carl Louis Eugène, was appointed Regent during his father's

illness, and succeeded to the throne on his death in 1859, under the title of Carl XV. He was born on the 3rd of May, 1826, and married, in 1850, the Princess Wilhelmina of Holland, daughter of Prince William Frederic, a brother of the present King of Holland.

13.—GOVERNMENT.

Norway is an hereditary constitutional monarchy, the mutual rights of the crown and of the people being clearly defined by the Constitution of 1814, which was subsequently guaranteed by the allied powers.

For particulars of the *Royal Family*, see *Handbook for Sweden.*

The *Storthing* is elected for 3 years, and is assembled every year; the duration of their sittings is 3 months, or until the whole of the business before them be despatched; the king, however, has the power to dissolve it. Each Storthing settles the taxes for the ensuing year, enacts, repeals, or alters the laws, grants the sums which have been fixed for the different branches of expenditure, revises the pay and pension lists, and makes such alterations as it deems proper in any provisional grants made by the king during the recess. It also appoints auditors to examine all the government accounts. The minutes of the public departments, as well as copies of all treaties, are laid before it. The Storthing impeaches, and tries before a division of its own body, ministers of state, judges, and also its own members. Besides these important controlling powers, secured to it by the constitution, sworn to by the representatives of the nation at Eidsvold on the 17th of May, and accepted by the king on the 4th November, 1814, the Storthing receives the oaths of the king on coming of age or ascending the throne; and in case of a failure of the royal line, it can, in conjunction with Sweden, elect a new dynasty.

The first step taken by the Storthing, after it has been duly constituted, is to elect the Lagthing, or Upper House. This is done by choosing from among the members of the entire body one-fourth of their number; the functions of this section are deliberative, and judicial in cases of impeachment; the other three-fourths constitute the Odelsthing, or Common House; all enactments must be initiated in this section. The initiative of laws is not vested in Government alone, but any member of the Storthing can propose a law. After a bill has been passed in the Odelsthing, it is sent to the Lagthing, where it is deliberated upon, passed, rejected, or sent back with amendments to the Odelsthing; after being agreed to, it requires the sanction of the king before it can become a law. But if a bill passes through both divisions in 3 successive Storthings, on the third occasion it becomes the law of the land without the royal assent. The law for the abolition of hereditary nobility was passed by the exercise of this right in 1821.

Every native Norwegian of 25 years of age, who has been owner for 5 years, or who has a lease of at least 5 years of a farm, paying tax, or who is a burgess of any town, or possesses there a house or land to the value of 150 sp.-d. (about 30*l.*) is entitled to vote in elections; but, to be elected, he must be 30 years of age, and, if a foreigner, he must have resided 10 years in Norway. The country is divided into elective districts, corresponding to our counties, and into sub-districts like our parishes. Each town having 150 voters makes a sub-district, but if the number be under 150, it is joined to the next town. When the period arrives, the voters proceed to choose their electors, in such proportion that in towns 1 is chosen from every 40 voters, and in the country 1 from every 100; if the sub-district contains a smaller number than a hundred, they elect 1; from 100 to 200 voters elect 2; from 200 to 300 voters 3, and so on. After these electors are chosen, they assemble and elect from among themselves, or from among any other qualified voters in the district, their representative in the Storthing. The greatest number of members any county or town can send to the Storthing is 4. *The Storthing* meets every year in October. All the meetings of the ordinary Storthings take place *suo jure*, by the terms of the constitution, and not under any writ or proclamation from the king. An extraordinary Storthing, consisting of the members of the previous Storthing, may be convened by royal authority, but it can only pass interim acts until the next ordinary Storthing. The election and meeting of the regular body cannot be postponed or controlled in any way by the executive power, and do not depend on its co-operation. The ministers of state are not allowed to sit in the Storthing; it was feared that they might exercise too much control over the members. But considerable practical inconvenience has been found to result from their exclusion, and it has been proposed more than once to rescind this clause of the constitution.

The *Religion* of Norway is Episcopal Lutheran: it remains in exactly the same state as that in which it was originally moulded after the subversion of Roman Catholicism, and there are but few individuals who hold any other creed. In fact, until very lately, no places of worship belonging to other creeds were permitted to exist. But in the Storthing of 1845 an act of general toleration was passed, which gave religious liberty to all Christians. In the Storthing of 1851 another act admitted Jews to the country on liberal conditions of equality with Christians. There is now a Roman Catholic congregation at Christiania, and another at Alten in Finmark, but, as far as is known, they have made few proselytes. Mormons are not allowed to remain in the country: most of those who belonged to this sect have emigrated to America.

The clergy, speaking generally, are a highly educated class of men, most of them being acquainted with the literature of Europe, and familiar with the standard works in the French and German languages, and with those of England; most of the clergy can converse in Latin. Taking into account the value of money in the country, their church incomes are good, the average of the livings being 200*l.* per annum. While the Roman Catholic faith prevailed in Norway, there, as elsewhere, a vast portion of the land was in the hands of the clergy, and, although despoiled of a good deal at the Reformation, the greater portion remained at the time the constitution was established, in 1814. One of the first acts of the Storthing was, therefore, to pass a law that all church lands, not glebe, should be sold, and the produce applied to educational purposes. The fund thus raised amounted to 600,000*l.* or 700,000*l.*

Norway is divided into 5 bishoprics and 336 parishes, some of which are very extensive. The performance of public worship is essentially ceremonial, as much so almost as the Roman Catholic. There are crucifixes, paintings, sculptures, and votive offerings in the churches, but no act of adoration is ever performed to any of these. There is much monotonous chanting of psalms in the service.

The patronage is in the Crown, the Minister for Ecclesiastical Affairs, and the Norwegian Council of State. They select three candidates, whose names are placed first on the list, which is laid before the king. He usually, but not invariably, presents one of the three thus recommended to the vacant living.

Public Instruction.—Schoolmasters are appointed to every parish, and paid partly by a rate upon the householders, in addition to a small contribution from the scholars. The instruction in these schools is usually confined to reading, writing, arithmetic, and singing. Considerable efforts are made by the clergy to promote education amongst the lower classes, and it is rare to find any young person in Norway who cannot at least read and write. Great importance is attached to the ceremony of confirmation in Norway, prior to which the applicants undergo a long and careful course of religious instruction, and are subject to rigid examination, both public and private, by the clergy of their respective parishes. In the towns there are schools of a very superior description. Sunday schools have been extensively established; and the Society of Public Good maintains a public library, in most parts of the kingdom. The only University is at Christiania, established by the Danes in 1811.

Justice.—A court of mutual agreement exists in each parish, the arbitrators being chosen by the householders every 3 years. For legal

purposes Norway is divided into 4 *Stifts* and 64 *Sorenskriveries*. In each of the latter a law court sits once a quarter, where the Sorenskriver presides; he is assisted by 3 *Laugretsmœnd*, but who, practically, are merely considered judicial witnesses. From these courts an appeal lies to the *Stifts-ret*, which sits in the chief town of each Stift, and is composed of 3 judges, with assessors. And from the Stifts-ret a final appeal lies to the *Hoieste-ret* in Christiania, which is composed of a president and 8 assessors. The judges are responsible in damages for their decisions. Capital punishment is rarely put in force. When it is, it is performed by beheading with a sword.

Great efforts are being made by the Norwegian Government to improve the criminal law, and with that object the Storthing in 1845 made a grant to enable the Government to send commissioners to England and the United States, for the purpose of enquiring into the system of trial by jury; and in 1857 they passed an act for the introduction of the system into Norway: the act, however, was negatived by the king's veto. As regards the transfer of real property in Norway, it is, perhaps, more simple, secure, and inexpensive than in any other country in Europe.

The *Press* is perfectly free in Norway, all being at liberty to print and publish what they please, but subject to responsibility for what they do publish. Newspapers are numerous and free from tax.

The *Army* comprises about 23,000 men, of which 2000 are *gevorben* (armed), and perform garrison duty; 10,000 are troops of the line, who are drawn in their several districts, and bound to serve five years; 9000 form the Landværn, which is composed of men from the line, who, after having completed their period of duty in that service, are attached to the Landværn for 10 years, making the term of service in all 15 years; and about 2000 are engineers, staff and garrison officers, and military servants. The artillery consists of 5 battalions, and the cavalry of 11 squadrons. The troops of the line are exercised in companies every summer for six weeks in their own districts, those of the Landværn for eight days. The garrison towns are Christiania, Frederikstad, Christiansand, Bergen, and Trondhjem. All officers must be educated at the Military Academy in Christiania, and they undergo rather a strict examination previous to receiving their commission. They usually reside in their several districts, and the principal part of their emolument consists in the use of a house and farm.

The *Navy*.—In future it is intended only to build steamers and gun-boats. At present the Norwegian navy consists of 3 frigates, 5 corvettes, 125 gun-boats, 5 steamers; in all 138 craft of all kinds, carrying 450 guns. 46,000 sailors are enrolled. A part of these are men in

the merchant service, and a part are the fishermen on the coast; they are liable to serve whenever called upon. The three naval depots are Horten, Frederiksværn, and Trondhjem. At Horten large sums are expended in the construction of works connected with the building and repair of vessels, and also for the manufacture of marine engines.

The *Norwegian Revenue* for the three years is estimated by the Government at the sum of 4,631,000 sp., about 1,000,000*l*., viz.:—

	sp.
Customs	2,600,000
Excise on brandy	750,000
Kongsberg Mines	50,000
Stamps	85,000
Post	310,300
Interest on money belonging to the State	162,500
Money belonging to the State Obligations due to the State	219,500
Sundries, such as land-tax, police fines, legacy duties, &c.	453,700
Total	4,631,000

The principal items of *Expenditure* are:—

	sp.
Royal family	111,000
Army	988,000
Navy	540,000
Civil administration, justice, and police	1,036,904
Diplomatic service	76,900
Interest on national debt	247,431
Pensions	76,700
Storthing	36,292
Education, &c.	164,017
Improvement of roads	51,073
Post	325,300
Telegraph	97,500
Lighthouses	92,919
Improvement of agriculture	47,266
Increase to official salaries	225,000
Sundries	529,000
Total	4,645,302

The direct tax on land for the whole country is but 5700 sp.
As the peasants or farmers produce the greatest portion of the articles

they consume, and scarcely purchase any luxuries, full two-thirds of the revenue being derived from the customs, the burdens fall on the higher classes, and upon those who, living in towns or along the coast, support themselves by the fisheries. It is the wish of the Government to equalise the taxation by levying a small land-tax, which would enable them to reduce some of the duties, but as the majority of members of the Storthing are peasants, this will probably be a work of some difficulty.

The Government have long been aware of the impolicy of trusting so largely to the customs, instead of availing themselves of other sources of revenue which could not be so easily disturbed by political changes.

14.—THE PEOPLE.

The early and close connection which existed between the inhabitants of the United Kingdom and those of Norway and other parts of Scandinavia has left such strong traces both in the language and character of the former that every Englishman must be sensible of it, and will probably more quickly find himself at home amongst the Norwegians than amongst any other part of the great European family. The Norwegians have the same feelings towards the English; they like them, as every Englishman who has travelled in Norway can bear witness.

Great patriotism and hospitality are two of the leading characteristics of the Norwegians; they are often cold and reserved, and combine great simplicity of manner with firmness and kindness. "Deeds, not words," is their motto. Enjoying as much practical liberty as any nation can boast of, they know and value it, and consequently are not only very independent, but particularly jealous of any encroachments from those above them.

There is not much admixture of Finnic or Lapponic (Mongolian) race with the Norwegian stock; none probably in the S. and very little in the N. of Norway. The Norwegians are a tall, hardy, long-lived race. Standing in a Norwegian crowd, an Englishman of average height will find so many taller, or as tall as himself, that it is a difficult matter to see over or between their heads. The reverse of this is the case in crowds of most continental nations. Cutaneous diseases and chest affections are their worst maladies, so that those with a tendency to those disorders should by no means travel there. Otherwise, Norway is a very healthy country. Cholera raged in Christiania in 1853, and in Christiansand in 1856, but did not spread inland, or extend to Trondhjem, or the North, where it has never yet been seen. The dirt, bad drainage, and heat in Christiania are quite enough to

account for cholera there; but since the great fire of 1858, when nearly one-fourth of the town was laid in ashes, a great improvement has taken place. The town is supplied with excellent water from a lake a few miles distant, and large sums of money have been expended on drainage and other sanitary amendments.

The upper and middle classes became amalgamated after the independence of the country was established in 1814, and are comparatively few in number. The bulk of the population is engaged in agricultural pursuits, the land being mostly held in small farms. It is these small farmers, or peasants, as they are called, who now command a majority in the Storthing. Like most agriculturists, they are obstinately opposed to innovations, but may easily be led by those in whom they place confidence. The besetting sin of the peasants is drunkenness, which engenders idle and dirty habits. The drudgery of the farms falls upon the women in a great measure, and they are usually less clean and well-dressed than the men, except upon Sundays and state occasions.

15.—PRODUCTIVE INDUSTRY.

Agriculture, &c.—Norway is essentially an agricultural and pastoral country, but only about 1060 sq. miles of the entire surface are supposed to be under culture, or otherwise productive. Most of the land is the property of those who cultivate it, and is called *udal*, which is equivalent to our freehold. The farms usually comprise 3 divisions: the in-field, or land enclosed for cultivation and the best hay; the mark, or out-field, also enclosed and kept for pasturing the cattle; and the *sæter* or tract of grass-land in the mountains, where a shed is erected, and the cattle are pastured during the summer. A farm of average size is about 300 acres, exclusive of the sæter. All the hay and other crops, as well as the cattle, are kept under cover during the winter, which renders the homestead large in proportion to the size of the farm. Almost all the buildings are of timber, resting upon detached masses of rock, so as to allow a free current of air underneath the structure. The farmers, as was formerly the case in England, are so wedded to the system handed down to them from their ancestors, and their implements are usually of such antiquated form and rude construction, that farming is literally in its infancy amongst them, so far as regards the scientific cultivation of land, excepting in the neighbourhood of Christiania, where great improvements are in progress. Still, of late years, a marked improvement in this respect has taken place. Deep draining has been introduced there, and some improved implements of agriculture have been imported, the merits of which are fully appreciated.

The quantity of corn, rye, barley, oats, &c., sown in the country, &c., consists of about—

2,816	quarters	of wheat,	18,600	quarters	of oats,
8,850	do.	rye,	5,000	do.	peas,
62,700	do.	barley,	277,400	do.	potatoes.
38,300	do.	mixed grain,			

The *imports* of grain amounted to about 492,591 imperial quarters; a quantity considerably less, however, than in 1851, when 631,390 quarters were imported. In 1852, the imports amounted to 602,110 quarters. But owing to the disastrous floods of 1860, by which an immense area of land was rendered unfit for agricultural purposes, the importations reached the large sum of 656,993 imp. quarters. The provinces of Hedemarken, Toten, and Smaalehnes are the great agricultural districts of Norway. Wheat is grown in a few favoured spots, but it only enters into the domestic economy of a Norwegian household as an article of luxury.

In many parts of Norway there are *corn magazines*, to which the farmers may send their surplus produce, and from whence also they may be supplied with loans of grain. The depositors receive at the rate of 12½ per cent. of increase on the corn deposited for 12 months; and the borrowers replace the quantities advanced them at the expiration of the same period, paying an increase of 25 per cent. This difference between the amount of the corn received and lent pays the expenses. These magazines are most useful, in consequence of the extreme precariousness of the crops.

The most profitable branch of rural industry appears to be that of breeding horses and cattle. The latter are small, but admirable for the dairy. The true Norwegian horse (now but rarely met with) is about 13 or 14 hands high, colour dun, with black mane, tail, and legs, and also a black stripe along the back; head small, splendid crest and mane, high shoulder, and finely proportioned. Those bred on the mountains usually run very small. In the S. of Norway horses are about 50 per cent. dearer than in the N. and W.

Forests.—Another great source of profit to the farmers in some parts of Norway is their pine and fir timber; most of it grows upon the banks of those great rivers and their tributaries which flow into the Christiania Fjord. The farmers assemble to meet the timber merchants in Christiania at midsummer, the contracts are entered into, and about 20 per cent. paid in advance. The trees are then felled, cut into lengths, and floated down the rivers in the spring to the sawmills of the merchants, where they are sawn into planks, sorted, and dried for exportation. Upwards of 8-10ths of the Norwegian timber is taken by

France. Only about 1-10th, of the best quality, comes to England. The chief places from whence it is exported are Drammen, Christiania, and Sarpsborg, near Frederikstad. The total annual produce of the Norwegian forests, in timber, deals, charcoal, and firewood, is estimated at 1,000,000*l*. Oak grows only in some of the more southern provinces; there is one oak-tree in a garden near Trondhjem (latitude 63½°). Beech are found in one particular district near Laurvig (latitude 59°), and a few near Christiansand. The ash (*Fraxinus excelsior*) is confined to the S. of Norway. Fir, mountain-ash, birch, poplar, and several kinds of willow, flourish all over the country. Spruce fir is the prevailing tree of the S. of Norway, but it is not found much N. of the Arctic Circle, where Scotch fir takes its place. Mountain-ash (*Pyrus aucuparia*) grows very luxuriantly: and its clusters of berries are exceedingly beautiful in the autumn. The larch is not indigenous to Norway, but it has been planted, and thrives well near Bergen. "The uses of the birch-tree are very various. *Birch-bark* is used for roofing all over Norway, even where the roofs of the houses are planked over, as is commonly the case, the substance which really keeps out the rain is birch-bark inserted in layers beneath the planks. The outer bark is used in tanning nets; the inner is stripped in sheets resembling hides, and almost as large."—*G. B. A.*

Currants, raspberries, and strawberries, and numerous other berries, such as the molteberry (*Rubus chamæmorus*), the whortleberry (*Vaccinium vitis Idæa*), &c., grow wild in Norway, and bear good fruit. Cherries, gooseberries, apples, pears, and all kinds of English summer vegetables, ripen in the S. of Norway.

Mines.—No coal has yet been discovered in Norway, which is a great drawback upon the mining operations which might otherwise be carried on; but the ores are, on the other hand, of extraordinary richness in many places. Some of the iron ores, for instance, in the S. produce 80 and even 95 per cent. of pure metal.

At present the mineral productions are chiefly confined to iron, copper, silver, nickel, and cobalt.

The iron-mines are numerous, but are not worked to any extent, as in all the mining districts they are restricted to a fixed quantity of fuel, which necessarily limits the produce: were this not fixed, the production might be increased for a few years, but then the forests would be altogether exhausted. The total quantity of iron obtained does not exceed 30,000 tons per annum, but it is of the finest quality.

The total produce of copper varies from 400 to 500 tons. It is shipped to Germany, Holland, and France. The Röraas copper-mines are among the oldest in Europe, having been worked for upwards of

200 years. The Kongsberg silver-mines belong to the State, and for a series of years have returned an annual profit of about 200,000 dollars, although the number of men employed to work them is less than 400; the metal occurs chiefly in the form of native silver, and beautiful crystallised specimens are occasionally met with; there is one in the museum at Copenhagen which weighs about 500 pounds. Since their commencement, these mines have produced upwards of six millions sterling.

Fisheries.—The inhabitants of the Norwegian coast throughout its whole extent, as well as those of the great fjords in the W., are almost entirely supported by the fisheries, whose value is estimated at upwards of 2,000,000*l.*, and which give employment to 150,000 persons—one-tenth of the population. The most important are the cod and sey, which are carried on during February and March about the Loffoden Islands and other parts of the N. coast. Nearly 4000 boats are employed, the largest of which are about 3 tons burden. 40 millions are caught in a year.

The herring-fishery is chiefly carried on between Bergen and Stavanger. It usually commences after the cod season is over, and the annual produce is worth 650,000*l.* per annum. The arrival of the herring shoals off the coast is now instantaneously announced from one end of the land to the other by electric telegraph. Four species of shark are found in the N. seas between Hammerfest and North Cape. This fishery is carried on for the sake of shark's-liver oil—one fish yielding from 15 to 60 gallons.

From Bergen to the Naze there is also an extensive take of lobsters, most of which are exported to London alive. During the season there are two lines of packets between Norway and England constantly employed in this trade. In the summer large quantities of mackerel are taken off the S. coast, and are extensively salted for winter use in Norway. Great numbers of salmon are also taken upon the S. coast, and in all the rivers where they can get up throughout Norway.

Ice.—Great part of the so-called Wenham Lake Ice comes from Norway. On the borders of the Christiania Fjord, near Droebak, a company has purchased a lake, whose waters are kept as pure as possible from defilement. In winter, when the ice has attained the thickness of 2 or 3 ft., it is planed and cut with a plough, sawn and split with wedges into blocks, and exported chiefly to England, to the extent of some 50,000 tons per annum. The blocks are packed with intervening layers of sawdust to prevent their congealing into one mass.

Manufactures are almost entirely domestic, the division of labour being carried to a less extent in Norway than in almost any other part

of Europe. The Norwegian peasant has few wants, and unites most trades in his own person and family, purchasing nothing which can be raised or made upon his own farm; yet of late years many manufactories have been established for working up the natural products of the country, for which the numerous waterfalls supply a great abundance of water power. Besides a great number of brandy distilleries, there are breweries, tobacco manufactories, sawmills, iron foundries, and smelting works scattered all over the country. The cotton-spinning and weaving factories for the production of the coarser kinds of cloth have not been able to compete with the English wares, in spite of a high protective duty.

16.—COMMERCE.

Almost all the towns in Norway are upon or near the coast.

Internal Trade is at present upon a very small scale, arising from the habits of the peasantry, the thinness of the population, the mountainous nature of the country, and badness of the roads. The latter, however, are being improved as fast as the national resources will permit, and steamers now carry traffic to the end of the remotest fjords.

The *Bank of Norway* is in Trondhjem, and has branches in Christiania, Bergen, and Christiansand. For further particulars see Trondhjem, Rte. 26.

Foreign Trade of late years has been exceedingly prosperous. Duties on imported articles have been relaxed, as far as compatible with the exigencies of the State, and a great advance has been made towards adopting the principles of free trade. The result so far has been, not only to encourage intercourse with foreign nations, but to stimulate the energies of the Norwegians to develope the internal resources of their country.

The *Exports* from Norway are chiefly deals and timber, fish, and minerals. Of the former, upwards of 500,000 loads are annually shipped to France, England, Denmark, Holland, and Belgium.

Between 400,000 and 600,000 barrels of herrings are annually sent to Sweden, Denmark, and the Baltic ports. The produce of the cod-fishery, which comprises the fish both in a dried and salted state, cod-liver oil, and cod roes, is very great. The fish are sent to Russia, France, Spain, and Italy; the oil to Germany and Holland; and the roes to France and the N. coast of Spain, where they are used as bait in the sardine fishery. Of late years granite has been extensively exported to Hamburg, where it is used for the foundations of houses and other purposes.

The *Imports* comprise all kinds of colonial produce, wines, and the

manufactures of Germany, France, and England, particularly the latter; salt, coals, iron wares, and a great variety of articles of luxury, for which prosperity invariably creates a demand.

The *Commercial Marine* shows great activity. In 1868 it consisted of 6457 vessels; the united tonnage of which amounted to 756,825 tons, and the seamen to 43,924. The repeal of the English navigation laws no doubt has given a considerable impulse to Norwegian shipping.

17.—LITERATURE, ETC.

The Norwegians are decidedly a reading people. The long winter nights offer a great inducement to reading, and it is a remarkable phenomenon that religious books form a very large proportion of the literature consumed by the peasants and the lower classes. Norway is by far the best market for this class of books in the Dano-Norwegian language, and very many are translated from English. But lighter literature is not neglected, and some very gifted authors have even attempted to write poems and novels in the dialect of the peasants, such as, for instance, Björnson, Björnstjerne, and others. But this movement has not been successful. Amongst other writers of fiction, later than 1814, Welhaven and Wergeland are the principal. The Storthing, though chiefly consisting of peasant farmers, votes proportionally liberal sums for scientific purposes, and for pensions to eminent men of letters, thus shaming many a greater and wealthier nation. Norway can boast several celebrated names in science and art since 1814, such as the zoologist Sars, the Orientalist Lassen (residing at Bonn), the historian Munch, the Professor in Physics, Hansteen, the painters Dahl, Gude, and Tidemand, whose pictures are so admired at the Exhibitions at London.

The state of the public press is creditable to the country, and conducted with considerable talent. Almost every town possesses a newspaper, and the capital no less than six, besides a Penny Magazine and several monthly publications.

There are Norwegian theatres in Bergen and Christiania, and also a Danish theatre in the latter, where Danish pieces principally, and translations of French vaudevilles, are acted. There is a considerable collection published of *Norwegian national airs*, and some of the melodies are very charming. The constant theme of the most popular songs and favourite airs is *Gamle Norge* (Old Norway). "The Swiss Ranz des Vaches does not produce a more wonderful effect upon the Alpine shepherd than does this simple national allusion on the mind of the Norwegian."—*Crichton's* 'Scandinavia,' vol. ii. p. 315.

NOTICE.

In the following Norwegian Routes the names of Stations and distances have been checked by the Government Road-book as far as it extends. For those which are not included in that book, Waligorski's Map, and Roosen's, both published in Christiania, have been relied upon as being considered the best and most likely to be used by travellers. But, to guard against any alterations which may be made in the Stations, or inaccuracy of their names or distances, it is always advisable, on sending Forbud papers, to have them checked and compared with the *Lomme-Reiseroute*, before sending them.

Distances in Norway will always be given in *Norsk* (Norwegian) miles, unless English miles be expressly stated.

Both in Norway and Sweden the heights of mountains, and levels of lakes in all the Routes, have been (with few exceptions) taken from Forsell's Map, in 8 sheets, published at Stockholm, and are therefore given in *Swedish feet*.—See "Measures," in Preliminary Information to the *Handbook for Sweden*.

The asterisk *, prefixed to the names of Stations, denotes that good or tolerable accommodation is to be obtained there.

And the obelisk †, before the name of a Station, marks it as a "Fast Station;" that is, that horses are kept in readiness there; see pp. 5, 13.

T before the name of a station signifies a telegraph station.

Telegraph Stations in Connection with England and all Parts of the Continent.

Christiania, and all Stations on railway; the frontiers of Norway and Sweden at Högen, Frederikshald, Frederikstad, Sarpsborg, Moss, Hölen, Dröbak, Hamar, Lillehammer, Gjövig, Dombaas, Drammen, Kongsberg, Svelvig, Holmestrand, Horten, Tönsberg, Vallö, Sandösund, Sandefjord, Laurvig, Frederiksværn, Brevig, Porsgrund, Skien, Langesund, Kragero, Risör, Tvedestrand, Arendal, Grimstad, Lillesand, Christiansand, Mandal, Farsund, Flekkefjord, Egersund, Stavanger, Skudesnæs, Kobbervik, Hougesund, Leervig, Bergen, Leirdalsören, Aalesund, Veblungsnæs, Molde, Christiansund, Trondhjem, Espevær, Kulleseid.

ROUTES THROUGH NORWAY.

ROUTE 20.

LONDON TO CHRISTIANIA.

THE most direct and cheapest routes are by *Steamers* from London to Christiania, and from Hull to Christiania, a distance of 500 English miles. A boat leaves Hull every Friday as soon after 6 P.M. as tide permits.

By leaving London by the Great Northern Railway about noon, Hull is reached in time to catch the boat for Christiania, which leaves the same evening. Berths can be secured, and exact time of departure ascertained, by writing to Messrs. Wilson and Son, Steam Navigation Company's Agents, Hull. Christiansand is usually reached on the Sunday evening, and travellers wishing to go round the coast by steam to Bergen (Rte. 25) had better land here. For Inns, see Rte. 24. The Hull boat proceeds on her voyage after a short delay, and usually arrives at Christiania on the Tuesday morning. Fares from Hull, 4*l.*; return tickets, available for the whole season, 6*l.* Fore cabin, 2*l.* 13*s.* 4*d.* The boats return on the intermediate Fridays.

The London boat leaves the Wharf, Lower East Smithfield, every alternate Friday. Berths can be secured and exact time of departure ascertained by writing to Messrs. Breslauer and Thomas, 9, Gracechurch Street. The steamer touches at Christiansand, and usually reaches Christiania in the same number of hours as the Hull steamer. Chief cabin fare 4*l.*; return tickets 6*l.*

The mail steamers from *Hull to Gottenburg* run every Saturday morning early, and arrive at Gottenburg on Monday morning. Thence Christiania can be reached by steamers several times a week.

There are, however, various other modes of reaching Christiania. The quickest, after the one pointed out, is by Calais or Ostend to Hamburg, which can be reached in 36 hours from London, if the traveller be limited for time. Supposing the traveller to have arrived in Hamburg by 6 o'clock, A.M., on the Saturday, he will be in time for the train from Altona to Kiel. At Kiel he can join the Christiania government steamer, which starts immediately after the arrival of the train, and arrives at Christiania on the Sunday night or early on the Monday morning. Christiania *can* be reached by this route between the Thursday and the Tuesday following, but not at a less expense than from 8*l.* to 10*l.*

By selecting this route, if the traveller is desirous of visiting Copenhagen, which will well repay the trouble and additional expense, he can take the steamer from Kiel to Korsör on the west coast of Zealand, and from thence by rail to Copenhagen. A Norwegian government steamer leaves that capital every Wednesday at noon, and arrives in Christiania early on the Friday morning, after stopping at Gottenburg for a short time *en route*.

There is also steam communication

between Leith and Christiansand, a passage of 44½ hours, which can be made fortnightly in an excellent vessel.

Steamers from Hull to Stavanger (first making land there) and Bergen, go every 10 days. This route gives immediate command of the Hardanger Fjord, the Sogne Fjord, &c.

Those who do not dislike a sea passage will find it cheaper to go from London to Hamburg by steamer, and thence by rail to Kiel or Lübeck, as described; or by a steamer direct from Hamburg to Christiansand, and thence by some of the coasting steamers to Christiania.

For inland steamboat tables, and railway tables, make enquiries in Christiania.

Kiel to Christiania.

A Norwegian *steamer* leaves Kiel every Friday at 10 o'clock, P.M., for Christiania, on the arrival of the train from Hamburg. Fare, chief cabin, 8 specie-dollars. Average passage, 43 hours. On her return voyage she leaves Christiania on Tuesdays at noon, commencing on the 30th of March, and, after touching at intermediate ports in the Christiania Fjord, reaches Kiel on Wednesday evenings.

On clearing the pretty bay of Kiel, and entering the Baltic, after a run of about 40 Eng. m., the Great Belt is entered between the islands of Langeland on the W. and Laaland on the E. (see Rte. 3A).* Proceeding up the Belt, the ship calls at Korsör on Zealand, see Rte. 3A, and at Frederikshaven in the north of Jutland. On leaving the Belt, the course taken leads nearly due N. across those portions of the North Sea which are known as the Kattegat and Skagerrack. During heavy gales in winter the seas here are terrific, and the loss of life and property, at times, frightful. On leaving the Skagerrack the ship enters the mouth of

The *Christiania Fjord.*—This magnificent fjord, by which most travellers approach Christiania, properly commences about Frederikstad, on the eastern side of the fjord, and Sandesund on the western side, where the steamer calls, and where passengers desirous of going round the coast can generally catch a steamer going westward to Christiansand. The length of the fjord is about 70 Eng. m. The rocks at the entrance of the fjord are numerous and rugged, on one of which, by name "Færder," there is a lighthouse. From Frederikstad the fjord gradually narrows till arriving at the small town of Horten on the left, while on the opposite side is Moss. Horten is the Portsmouth of Norway; most of the government vessels are now built, repaired, or laid up in ordinary here. On passing Horten, the fjord spreads considerably, and soon becomes divided, the branch to the left running up to the large town of Drammen (see Rte. 23); the right to Christiania. This branch becomes very narrow at the small town of

Dröbak, seat of the so-called Wenham Lake *Ice Trade*, where some forts have been erected. Dröbak is on the right, and the fjord then gradually widens to a noble expanse, studded with numerous islands. At the N. extremity stands Christiania. The voyage all the way up this fjord forms a moving panorama of lake scenery, unique in character, and of great beauty. Those who expect savage grandeur and picturesque outline of the mountains and rocks on the banks of this fjord will be disappointed—they must be sought for in the Bergen and other districts to the W. and N., where they abound in perfection. Most of the islands and hills seen from the fjord are too round in form to be very picturesque—they are of granite and of gneiss, and for the most part covered with fir and

* For Routes 1 to 19 see the *Handbook for Denmark.*

pine trees from the water's edge to the summit, interspersed with patches of clearing, each farm being distinguished by its group of buildings. On the whole, the scenery of the Christiania Fjord is as lovely as its form and extent are magnificent.

The traveller, coming from Hamburg, will be probably much struck by the lightness of the nights in the months of May, June, and July, and the gorgeous sunset effects, which blend into those of sunrise without losing their brightness. Any one fortunate enough to steam up this fjord on a clear, still night in one of these months will be amply repaid for staying on deck all night and watching the glorious colours reflected on the water. The steamer's course is due north—towards the sun—the whole night, and there is probably no place in the whole of Norway, where sunsets are seen to greater advantage. Farther northwards, and nearer the Arctic Circle, the sun, being but a little below the horizon, has generally too much power for the colours to be very gorgeous.

On the left, before reaching Christiania, numerous villas are seen; then the new palace comes in sight, with the *Castle of Agershuus* in the foreground beneath. Rounding the point on which this castle is built, the whole city, with its harbour, at once opens up. The ship now quickly reaches her moorings, and is speedily hauled alongside the quay. A custom-house officer immediately comes on board, and if assured that the luggage contains no merchandise, a very slight search is made. Nothing can exceed the courtesy of the custom-house officials.

CHRISTIANIA.—*Inns: Victoria Hotel*, the charges are high; *H. de Scandinavie*, equally comfortable, and the charges more reasonable; *Hôtel du Nord*. There are, besides, the *Hôtel d'Angleterre*, *Prins Carl*, and the *Copenhagen Hotel*. English, French, and German spoken generally at all of them. None of them are distant from the landing-place, and if full, the masters can generally procure lodgings close by. Excellent *Restaurants* at the Freemasons' Hall, and at Christopherson's, in Kongen's Gade.

Breweries are numerous; the Christiania ale is exceedingly good and universally liked.

The *Post Office* (post-contoir), Akers Gade. Show your card on asking for letters. The postage of a letter by the regular post to England is 8*d.*, and by Hull, 6*d.*; by the latter route, one-half must be paid on posting the letter, the other half in England on receipt. By the first route, letters can be prepaid or not, as is most convenient. Postage on letters all over Norway is 4 skillings, but within the town and its suburbs, 2 skillings.

The *British Consul-General*, Mr. Crowe, resides in Christiania. He is most courteous and kind in giving information to travellers respecting any part of Scandinavia, especially needful to those who intend to proceed to Russia, which perhaps he is better qualified to do than any one in the North.

Money.—See Preliminary Information (§ 2). Circular or Bank of England notes are most convenient; the former have generally special agents, named in the letter accompanying the notes; with respect to the latter, advice is readily afforded at the Consulate, as to how they can be most profitably converted. Before leaving Christiania, a good supply of change, or small money, *must* be taken. It is not to be obtained, except in large towns.

The hours of business in Christiania are usually from 8 to 1. Coffee is taken on rising (and excellent it

is all over Norway); *déjeûner à la fourchette* at 10, and dinner at 2. All classes take off their hats on entering a shop, or other place of business, and a foreigner will not meet with less attention for respecting this Scandinavian custom.

Christiania is the modern capital of Norway. Pop. about 70,000. This city was founded by Christian IV., close upon the site of the ancient city of Osloe, which, with the exception of the Episcopal Palace, and a few houses, was entirely destroyed by fire on the 24th May, 1624. Christian IV. named the city after himself, happening to be in Norway at the time on a visit to his newly discovered silver mine at Kongsberg.

Osloe was founded in 1058, by King Harald Haardraade, and in 150 years was, after Nidaros (now Trondhjem) and Bergen, the third city in the kingdom. Upon the union of Norway with Denmark it became the capital of Norway. 2 kings, Christopher III. and Christian II., were crowned there. The Cathedral of St. Halvard was very rich; it was there that James VI. of Scotland and I. of England married Anne of Denmark, sister of Christian IV., in 1589.

The streets of Christiania are broad, and laid out at right angles. But few of the ancient and picturesque log-houses remain. Most have been consumed in the repeated fires to which the city has been subjected, and in consequence of which a law has been made which precludes the erection of wooden houses within the precincts of the city. Since the great fire in 1858 an immense improvement has taken place in the style and architecture of the houses, many of which are of noble dimensions.

This fire took place in April, by which 60 houses were destroyed, and 1000 people rendered houseless. It broke out in the Skipper Gade in the very centre of the town, and long defied the efforts made to extinguish it. The estimated value of fixed property burnt was 110,000*l.*, and about a similar amount of goods and movables—in all about 220,000*l.*

The rapid strides that Norway has made in wealth and population give abundant hope for the future. The population of Christiania alone has increased 30,000 since 1815. There is a genius, and firm, quiet energy in the people, which, added to their patriotism, their ardent love of "Gamle Norge" (Old Norway), will overcome all obstacles of climate and geographical position.

"The city is so lovely in position, floating on the waters, encircled by hills and islands, as to need little adornment from art." The public buildings are not distinguished by originality of style or special mark of art.

The chief merit of the *New Palace* over the very miserable old one in the heart of the town is its situation, which is very fine. Tickets to view the palace can always be procured; the hours of admission are from 11 till 7. From the roof an uninterrupted and splendid view is obtained of the city, the *fjord*, and the surrounding country.

The *Storthing House*, begun in 1861, is a handsome building. The site chosen is on an eminence at the beginning of Carl Johan Gade, facing the new palace. The Storthing meets here every year in October.

Trefoldigheds-Kirke (*Trinity Ch.*). The architecture well deserves the attention of a practical builder. The plan of the church is a very large octagon, with small projections on 4 sides for chancel, &c. This octagon is covered by a brick dome, painted and groined, resembling the roof of some of our best chapter-houses, but very much later. The dome is interesting, not only because

it is a brick dome of most unusual size, but also because all the groin ribs and arch ribs are of brick.

The *University* numbers about 500 students. The *Library*, containing about 200,000 volumes, admirably arranged, is well worth a visit. It is open every day in the week from 12 to 2, excepting Saturday and Sunday. The Librarian, Mr. Keyser, takes great pride in showing strangers over it. The education of the students is gratuitous, with the exception of a small entrance fee.

The *Collection of Northern Antiquities* is open every Monday and Friday, from 1 to 2. Though not extensive, when compared with that at Copenhagen, it nevertheless contains a variety of most interesting objects. Amongst them is a massive gold collar, and a number of other gold and silver ornaments found in the Agershuus district in 1834, which are supposed to have adorned a statue of Odin, and to have been hidden where they were found upon the introduction of Christianity and spoliation of the heathen temples. There are several articles here with Runic inscriptions upon them. Also a girdle and the knives used in the duel which prevailed amongst the lower classes in Norway till within the last 50 years. Each man began by driving his knife into a piece of wood; so much of the blades as were not buried in it were then carefully bound round with strips of hide, the men placed close together, face to face, the girdle buckled round their waists so that neither could get away from the other—their knives were then handed to them, and they fought it out. This mode of fighting was known as the "duel of the girdle." Here also are the crown, girdle, and frontlet, such as are still worn by brides in the Bergen district, at least such as are chaste, as the unchaste are not allowed to wear the crown at their marriage, and, therefore, to be married without a crown is the direst disgrace a damsel of that district can incur. The Museum contains specimens of wood-carving from Norwegian churches (11th to 14th centy.) and a number of small rude statues in bronze of heathen gods, horses, &c. When any of these idols are found, the peasants usually refuse to part with them, believing they have medicinal virtues and healing powers, so strongly do the remains of idolatry still linger in the North amongst the lower orders. The specimens of weapons and ornaments in flint, bronze, silver, and gold are very interesting. There are also some fine old swords, bits of armour, and wood carvings.

The *National Gallery* is situated in the University, and contains several pictures of the modern school. All of *Tideman's* are well worth looking at. His famous picture of the "Haugianer" was in the Paris Exhibition in 1855, and has great merit. Of landscape painters, *Dahl*, *Gude*, *Fearnley*, *Frich*, *Cappelen*, *Eckersburg*, *Muller*, and *King Charles XV.* (who is no mean artist) have their respective merits, and most of them have established a name in Germany. The Düsseldorf school is well represented. *Nordenberg*, whose compositions are in the same style as the Norwegian Tideman, and others, represent the Swedes.

The collection of old pictures is hardly worthy of remark: the best are some pictures of the Dutch school. It is open on Sundays and on Thursdays from 12 to 2. Casts from some of Thorvaldsen's lovely works form a great and valuable addition to the gallery.

The *Cabinet of Coins* may be seen every Monday and Friday from 1 to 2, and the collection of models from 12 to 1.

The *Zoological Museum* is open on Mondays and Fridays from 12 to 2; but to those who wish for admission for any special purpose, 4 hrs.

weekly are granted. The Museum contains some fine specimens of Scandinavian fauna. In addition to these there are the *Zootomical Museum*, open on Saturdays from 1 to 3; the *Collection of Minerals*, on Fridays from 11 to 12; the *Anatomical Museum*, on Saturdays from 1 to 3; the *Chemical and Metallurgical Laboratories*, to be seen every working day.

The different collections in the University are open for public inspection several days in the week, when a Professor usually attends, and with much kindness gives information with respect to the various objects to all who seek it. Should strangers be unable to attend on the public days, there is not much difficulty in obtaining admission at other times.

The *Theatre* is a detached building, about the size of the Haymarket Theatre, very neatly arranged and decorated; the performers are now mostly natives; the entertainments consist chiefly in vaudevilles, translated from the French, and operas; occasionally the legitimate drama is performed. The performances commence at half past 6, and end at 10. The orchestra is good, and the theatre is altogether very respectably conducted.

Close to the theatre is the National Bank, the Army Depot, and Freemasons' Hall; part of which is used as a restaurant. In it there is a ball-room, capable of containing 1700 people, which is used on all public occasions.

The *Castle of Agershuus* is situated on a slight eminence at the S. extremity of the town, and commands the entrance into the harbour; the ramparts, which are laid out in walks, form an agreeable promenade, and are much frequented by the inhabitants. The castle is supposed to have been built about the year 1302; the regalia of Norway and the national records are preserved within its walls. It was strongly fortified, and has withstood several severe sieges; the last was undertaken by Charles XII. of Sweden in 1716. A meadow on the opposite side of the fjord, which is visible from the fortress, is still called "Svenske Sletten" (Swedish Field), from being the spot where his army was encamped. Strangers are allowed to inspect the interior of the castle—a fine view over the fjord and harbour is obtained from the ramparts. On the western side of the keep are mounted 2 splendid brass guns, cast in 1620, and highly decorated with subjects in bas-relief; groups of barbarians fighting, admirably modelled and finished. These guns appear to be of Saxon or Bavarian workmanship, and are said to have been taken during the Thirty-Years' War by the Swedes, from whom they were again captured by the Norwegians, and have ever since been placed here. They are used to alarm the city when a fire breaks out. In the keep there is a small collection of old arms and armour, to see which application must be made at the "Artilleri Gaard." A large body of convicts (or, as they are here called, "slaves") most of them very heavily ironed, are imprisoned in this castle, and worked in gangs. Here also, in a room or cage formed of thick iron bars, was immured for life Hoyland, the Robin Hood of Norway. His vices were inordinate love of the fair sex and theft. His robberies were, however, always confined to the upper classes, while his kindness and liberality to those in his own rank of life rendered him exceedingly popular amongst them. His crimes never appear to have been accompanied with personal violence. He was a native of Christiansand, where he began his career. On being imprisoned for some petty theft, he broke into the inspector's room, while he was at church, and stole his clothes; these Hoyland

dressed himself in, and quietly walked out of the town unobserved and unsuspected. He was subsequently repeatedly captured and imprisoned in this castle, and as often made his escape. On one occasion he was taken on board a vessel just leaving Christiania Fjord for America. Previous to his last escape, all descriptions of irons having been found useless, he was placed in solitary confinement in the strongest part of the basement of the citadel—his room was floored with very thick planks. Here he had been confined for several years when one night the turnkey said to him, "Well, you are fixed at last, you will never get out of this, and so you may as well promise us you will not attempt it." To this he only replied, "It is your business to keep me here if you can, and mine to prevent your doing so if possible." The following day, when his cell was opened, the prisoner was gone, apparently without leaving a trace of the manner in which he had effected his escape. After a repeated and careful search, on removing his bed, it was found that he had cut through the thick planks of the flooring. On removing the planks cut away (and which he had replaced on leaving the cell), it appeared he had sunk a shaft and formed a gallery under the wall of his prison—this enabled him to gain the courtyard, from whence he easily reached the ramparts unseen, dropped into the ditch, and got off. No trace of him could be found. About twelve months afterwards the National Bank was robbed of 60,000 specie-dollars, chiefly paper money, and in the most mysterious manner, there being no trace of violence upon the locks of the iron chest, in which the money had been left, or upon those of the doors of the bank. Some time afterwards a petty theft was committed by a man who was taken, and soon recognised to be Hoyland. At last he hung himself in prison in despair.

The *Steam-boat Office* is on the quay, and rarely open except in the morning. A printed list may be obtained there of the arrival and departure of the different steamers all round the coast and elsewhere. Care must be taken to ascertain at the office for what length of time the list may be relied upon, as alterations are made towards the end of the season. The *Passport Office* is at the corner of Raadhuusgaden, not far from the Hôtel du Nord.

Shops.—Most of the shopkeepers speak English. The best houses of business are in and near the Kirkegaden. At a corner of that street is *I. W. Cappelen's book and music warehouse.* It is the best for books, maps, and music; and for those intending to stay any time in Christiania, it may be convenient to know he also keeps a good assortment of pianos to let out on hire. A travelling map, and the small *Lomme-Reiseroute* (or Road-book), published by the Government, or *Bennett's Handbook*, will be found useful, as they contain the routes of the inland steamers. *Munch's map is the best.* Roosen's is good, but minute, sometimes requiring a magnifying glass. It is in two sheets, price about 5 sp.-d. Waligorski and Wergeland's is cheaper, but has not nearly as many places marked as Munch's or Roosen's. Keilhau's Amts Karter is the best geological map. For those bound to the far north Friis's map of Finmark cannot be too highly recommended. It can be purchased at Dybvad's in Östre Gade. Take care to ask for the *last* edition of the *Road-book*, as some of the stations are altered from time to time. Herr Cappelen speaks English, and is a most intelligent person.

Lexow's, at the corner of Dronninggen's-gaden and Kirkegaden, is a shop for provisions, preserved meats, &c., and Duhrendahl's in Kirke Gade.

Carriages.—Mr. Bennett may be depended upon to supply travellers with carrioles or carriages. See p. 11. The plan, always recommended by Norwegians and others here, is to buy a carriole or other carriage; when this is done, and the purchaser wants to sell at the end of his journey, he may be sure his loss will be from 30 to 50 per cent. Those who are returning to Christiania, and only intend to remain a month or two in the country, will therefore do well to *hire* instead of buying. In this case the bargain should be for so much a day, or week, the lender to pay for any repairs requisite from wear and tear; the party hiring for those arising from accidental damage; and to have the option of purchasing, at a given sum, instead of paying for the hire, should he wish to do so, within a time to be named. This is very advisable in case the traveller should alter his route and not return to Christiania. The value, of course, depends upon the build and state of the carriage, and the time it is hired for. The price of a good light phaëton without hood is about 20*l.*; a set of new double harness, with breeching, 3*l.* 10*s.*; a new carriole without springs costs about 8*l.*; with springs, 9*l.* harness 45*s.* The hire of a phaëton, with harness, for a journey of about a month, costs about a dollar a day; a carriole, from 1 to 1½ mark. If going a long distance, by all means buy new harness. A *new Carriole*, with spring rests (not springs), far more comfortable than an old one, may be bought from Christiania for 30 species. After 4 months' use, he will give at least ¼ price for it. Hames, padded with leather, being used instead of a collar, the same harness readily fits every horse, and is of the most simple description. Do not be persuaded to dispense with breeching.

Near the new palace there are some *Tea-gardens*, commanding agreeable views. A good band of German performers plays there most evenings in the summer. Refreshments are supplied as in Germany; admission, 1 mark.

Society in Christiania is described by Lady Di Beauclerk as being particularly pleasant. Great hospitality prevails, and the upper classes are generally highly educated, and particularly intelligent and agreeable. Winter is the gay time here; and "a traveller, transported by the fairies some fine winter night across the North Sea from an evening party in Prince's Street, Edinburgh, to one in Prindsen's Gade in Christiania, would scarcely know, if deaf to the difference of language, that he had changed the scene."—*Laing's* 'Sweden.' "At a dinner-party the gentlemen rise from the table and return to the drawing-room with the ladies, when the old Norwegian custom is generally observed of the family shaking hands all round with their guests." In addressing ladies here, as in Sweden, you will always be on the safe side to address the married ones as Frue (my Lady), and the maidens as Fröken. Madame and Jomfrue are the titles of the shopkeepers' wives and daughters.

Those who have time and inclination to cultivate an acquaintance with the language of the country will find it an excellent plan to board with some respectable family—this can readily be done, and upon very reasonable terms. It is not a difficult language for an Englishman to acquire, and a month or six weeks' assiduity will generally enable an intelligent person sufficiently to master Norsk for all travelling purposes.

The *Environs of Christiania.*—The *Botanical Garden*, open daily, is about an Eng. m. from the town on the road to Trondhjem, and contains a good collection of plants indigenous to Norway and the neighbouring countries. The garden is tastefully

laid out, and from its elevated position affords a fine view of the town and fjord.

Oscar's Hall, the romantic country seat of the king, overlooking the Christiania Fjord, contains also some objects of interest, and the row on the fjord to it is beautiful. In the banqueting hall there is a fine series of Tiedeman's pictures—'The Norwegian Peasant's Life from Cradle to the Grave'—and some landscapes of Norwegian inland scenery, of considerable merit.

The best views of the environs are obtained from *Frogner-aasen*, a point about 1500 feet above the fjord, from whence there is an extensive panorama of the country. In clear weather, to the W., the snow-capped mountains of Valders and Telle-marken are visible; whilst to the E. the view extends to the frontiers of Sweden. Lakes, islands, forests, villas, highly cultivated meadows, blended with wild scenery, present themselves on every side; in fact, whichever way you turn, new and picturesque groups and varied objects meets your eye; and the vegetation, except where the naked rocks protrude themselves, is so luxuriant that, did not the bright blue sky, and occasionally the keen atmosphere, contradict it, the traveller might well imagine himself in S. instead of N. Europe.

Scarcely inferior is the view from the opposite hill of *Eyberg*, or *Eckersberg*, to the S., about 400 ft. high; it rises close over the old town, which is thus described by Von Buch:—"We ascended by numerous serpentine windings the steep height of the Egeburg; looking down from its summit, what a varied view is seen! The large town at the end of the bay, in the midst of the country, spreading out in small divergent masses in every direction, till it is at last lost in the distance among villages, farm-houses, and well-built country houses. There are ships in the harbour, ships behind the beautiful little islands which front the bay, and other sails appear in the distance. The majestic forms of the steep hills rising in the horizon over other hills which bound the country to the westward are worthy of Claude Lorraine. I have long been seeking for a resemblance to this country and to this landscape: it is only to be found at Geneva, on the Savoy side, towards the Jura Mountains; but the Lake of Geneva does not possess the islands of the fjord, nor the numerous ships and boats sailing in every direction. Here the pleasure resulting from the sight of an extraordinary and beautiful country is heightened by the contemplation of human industry and activity."

Among the seats in the neighbourhood, *Bogstad*, the residence of the Countess Wedel Jarlsberg, stands pre-eminent, and is worthy of a visit. The drive to it, especially, is very beautiful. It is situated about 7 Eng. m. W. of Christiania. From the back of *Holgerslyst*, a summer cottage belonging to the Stadtholder, a splendid view is obtained of the fjord and castle of Agershuus.

There are several pretty drives in the neighbourhood of the town; one to *Mariedal Lake*, distant about 5 Eng. m., affords some beautiful views; another to Ladegaardsöen, which is about 2 Eng. m. from Christiania on the southern road, and is a delightful retreat; the grounds are pleasingly laid out on a sequestered isthmus stretching into the fjord. This spot was purchased by the late king's father and given to the inhabitants for a public promenade. The views from it are charming, and it is much frequented. Numerous boats may be seen on a summer's evening, passing to and fro on the smooth surface of the fjord, and filled with gaily dressed visitors. A band plays regularly every evening; and

there is likewise a good restaurant on the spot.

A pleasant trip may also be made to *Ringeriget*, about 14 Eng. m. on the Bergen road (see Route 21).

The drive to *Prinsdal*, about 7 Eng. m. on the Dröbak road, is picturesque. The road is cut on the face of the cliff overhanging the fjord, and is a very fine specimen of Norwegian engineering (see Rte. 36).

Some interesting ruins of *a monastery* have been uncovered in *Hovedoen*, an island lying about an Eng. m. S. of the castle. It belonged to the Cistercian monks, and appears to have been built in 1147, and dedicated to the Virgin and the Anglo-Saxon king Edmund. The first monks came over from England; at the Reformation it was secularised, and the materials were used to repair the castle. It is of sufficient interest to attract visitors, and the excavations are still being carried on.

Steamers leave Christiania for *Copenhagen* every Saturday at 8 A.M., commencing on April 3. They call at Gottenburg on Sunday morning, and reach Copenhagen early on Monday. The same vessel leaves Copenhagen on Wednesdays at noon, calls at Gottenburg on the Thursday morning, and arrives at Christiania early on the Friday morning, touching at all the intermediate ports in the Christiania Fjord. Passengers wishing to go to the westward can land at Sandæsund, and proceed from thence by one of the numerous steamers which touch there on their way to Christiansand. The average passage to Copenhagen is about 42 hrs., of which some are passed at Gottenburg. Fare, chief cabin, 8 sp.-ds.

For *Kiel* the steamer leaves, as previously stated, every Tuesday at noon, calling at Sandæsund also, and other places in the fjord, to take up passengers that may have arrived from the westward.

Steamers to Hull once a week.

Many persons who visit Norway are contented with going up the fjord to Christiania, and seeing a little of the country around the city. Those who do no more than this can form no just idea of the grandeur of Norwegian scenery. Comfort, during a journey into the interior of Norway, will much depend upon attention to the preliminary information given under the head of "Requisites for Travelling," § 5.

Excursions from Christiania—

(*a.*) To the splendid *Falls of the Glommen* (Sarp-Fos) near Frederikstad, and to Frederikshald, where Charles XII. was killed. This delightful trip can be most easily and comfortably made. A steamer leaves Christiania three times a week at 7 A.M. during the season, for Frederikshald (where she arrives about 3 or 4 P.M.), calling at the several towns and places in the fjord *en route*, including Frederikstad. From Frederikshald a steamer likewise starts three times a week at 7, arriving at Christiania between 3 and 4 P.M. on the same day. The captain speaks English; fares exceedingly moderate, *cuisine* and wines good and very reasonable. Carriages are taken on board. A carriage can easily be obtained from Frederikshald to the falls. For description of Frederikshald and of the Sarp-Fos, see Rte. 36.

The scenery upon this short voyage is highly interesting; and up the Swinesund to Frederikshald it becomes most grand. This fjord is generally of enormous depth, and in parts so narrow as to afford scarcely sufficient room for two ships to pass, the granite rocks on either side rising almost vertically from the water, and towering up to a vast height, beautifully broken and intermingled with foliage of various kinds. There is a most picturesque view of the Fortress of Frederiksteen, from the fjord, shortly before Frederikshald comes

in sight. The form of the rocks, with the winding fjord in the foreground, and the fortress crowning the hill in the distance, make a charming subject for the pencil.

Those who may prefer making this trip entirely or partially by land can hire a carriage in Christiania, and follow Rte. 36.

(*b.*) To the *Kongen's Udsigt*, an excursion of 2 days, by a beautiful road along the Tyri Fjord, should be taken by all, even though they go no farther than Sundvolden, along Rte. 21, where it is described.

ROUTE 21.

CHRISTIANIA TO BERGEN (A) OVER RINGERIGET, AND THE FILLE-FJELD.

The *Northern Road.*—Distance 49½ Norsk miles, or 346 English. Tourists have the choice of two other roads to Bergen, Rtes. 22 and 23. By this road the journey to Bergen (exclusive of any excursions which may be made *en route* to the Voringfos, &c.) takes from 6 to 7 days. The shortest and best route is to go by rly. to Eidsvold, and thence by steamer to Gjövig. It will be well for the traveller to arrange his route so as to sleep the first night at Sköien, 3½ m. from Gjövig, Reien the 2nd night, Nystuen the 3rd, and Leirdalsören the 4th. The stats. from Gjövig to Sköien are Mustad, 1¼; Liess, ⅞; Sköien, 1⅜.

The post goes twice a week between Christiania and Bergen, alternately by this and the South road, Rte. 22. Forbud papers may be sent by the post for a trifling sum, which effects a considerable saving. Take care *personally* to ascertain at the post-office what day the post goes, and which road it takes.

Enquire also in Christiania if any *steamer* is running upon the Rands Fjord, which lies parallel with this road for about 50 Eng. m. In the season it goes twice a week in 5 hrs.

Many of the hills upon this road are very steep, so that, if you take a 4-wheeled carriage, it should be of the lightest description. Travellers will find a carriole by far the best and least expensive conveyance in all respects, both upon this road as well as all others in Norway. The only 4-wheeled carriage proper for Norwegian travelling is a light double-bodied phaëton, holding 4 persons. A good stock of *small* money is essential, as change is most difficult to obtain *en route*. Meat or white bread will probably only be found at one or two of the stations, and the Norwegian plan of carrying a box or basket of provisions, wine, &c., should therefore be adopted.

The scenery upon this route may be divided into two districts, which are separated by the Fille-Fjeld. The views on the eastern side are of vast extent and great beauty; the mountains upon a grand scale, and foliage most abundant—the effects at sunset sublime. On the western side of the Fille-Fjeld, foliage is comparatively rare, the outline of the mountains and rocks more picturesque, and the scenery wild and grand. The most remarkable points are the *Ringerige*, the pass of the *Fille Fjeld*, and the *Ch. at Borgund*.

On quitting Christiania, the road passes close under the new palace, which is seen on the right. Splendid views over the fjord on the left. At Stabæk the old road to Ringeriget turns off. Ours continues along a fine *chaussée*, and passes through pleasing woodland scenery to

† *Sandvigen i Bærum*, 1¼, a pretty village on a branch of the Christiania Fjord. From hence our route continues along a new and excellent road to.

† *Humledal i Hole*, 1⅝, pay for 2 m., but not returning. Near this station is an "Udsigt," or view, inaugurated by the Princess Sophie, in 1860, from which a lovely view over the Tyri Fjord is to be had.

The *Tyri Fjord* is navigated by a steamer communicating with the *railway* from *Drammen*, on its W. shore.

* † *Vik i Hole*, 1⅜. The old station *Sundvolden* (*Inn* affords good accommodation and fare) is passed on this route, from whence Krogkleven can be ascended. Guides and ponies can be readily procured here. It takes 1 h. 10 min. to ascend, walking. The views to be obtained from the famed *Kongen's Udsigt* are splendid, and should on no account be passed unseen, as they are the finest and most extensive in the south of Norway. Opinions differ as to which is the finest view. *Kongen's Udsigt* (King's View) is about ½ an hour's walk from Johnsrud, and on the *right* side of the old road from Christiania. *Dronning's Udsigt* (Queen's View) is much nearer, and on the *left* of the old road. The King's View is the most extensive.

From thence the eye wanders over mountains, fjords, rivers, and lakes, until it rests in the far distance upon the massive heights of the Goustafjeld, which, though 70 Eng. m. on the W., are distinctly visible in fine weather. One of the most interesting features of this sublime prospect is a mighty chasm, closed in on either side by walls of sandstone, which rise perpendicularly from the depths below, as if severed by some mighty convulsion. The best time to see the magnificent views from hence is at sunrise or sunset.

Although the Gousta is far inferior to Mont Blanc and the snow-capped mountains that encircle their Alpine monarch, this view has been compared with that of the famous descent from the Jura to the Lake of Geneva. It embraces two beautiful lakes, the Tyri Fjord and Holz Fjord, and also a magnificent and almost circular valley, surrounded by a chain of mountains, of which Krogkleven is a portion, all which is called Ringeriget, or Ringa Rege, after King Ring, one of the ancient petty sovereigns of Norway, whose dominion it was.

On returning to Sundvolden, where tolerable accommodation may be had, the road crosses the Steens Fjord, a branch of the Tyri Fjord. Sundvolden is but a short distance *from* Vik. About halfway between Vik and the next station *the south road to Bergen* turns off (Route 22), and leads to the *Hönefos* (good *Inn*, prettily situated near the confluence of 2 streams), which lies a short distance N. of our route. If not intending to return to Christiania by Route 22, this *waterfall* should now be visited by following that road to the Hönefos Stat. (1 from Vik), from whence there is a direct road back to our route at Klækken; dist. 1 m.

* *Klækken i Houqs*, 1½. There is a good inn here. Upon this stage the good road commands exquisite views over the *Viuls Elv*, which flows from the Rands Fjord into the Tyri Fjord, and the former magnificent lake is seen upon the l., shortly before arriving at

† *Hadelands Glasværk*, ¾, situated at the southern end of the Rands Fjord. From hence the road continues for some distance along the eastern banks of the Rands Fjord, which winds N. amongst the defiles of the mountains for upwards of 50 English miles.

The *Rands Fjord* is navigated by a steamer, corresponding at its S. extremity with the *railway* to *Drammen*.

* † *Kittelsrud i Jævnager*, 1½. Be-

tween this and Thingelstad there is a good parish road, which it is best to use, especially in winter.

† *Rosendal i Gran*, 1¾, where there are only tolerable quarters. The road here is very hilly, and 3 hours, at least, should be allowed.

† *Smedshammer i Gran*, ¾. Good road, but a filthy station. Between Gringaamarken and Smedshammer, Rte. 27, to Trondhjem, turns off to the N.E., joining the road on the western shore of the Miösen at Kræmmerbakken, near which there is a very remarkable obelisk, for which see Rte. 28: for stations to Kræmmerbakken, see Rte. 27. From Smedshammer the route continues more or less along the fjord, and commands extensive views over it and the surrounding mountains. Vast forests of fir and pine are seen as far as the eye can range. The frequent appearance of the snow-plough, lying by the roadside, serves to remind the traveller that the way along which he now rolls so merrily in his carriage will soon again become impassable, except for sledges. From Smedshammer one can drive to † *Rökenvigen*, 1, a stopping station for the steamers.

† *Sföndre Sand i Land*, 1½. The road still keeps near the fjord. On approaching the next station, a mountain torrent from a small lake on the E. is crossed, which makes a fine fall before it enters the fjord.

The road continues to command superb views over the fjord, and the mountains on either side become bolder.

† *Schee i Land*, 1⅜. Good accommodation and civil people. From hence a road goes off eastwards to Mustad i Vardal, thus: to * † *Lien*, on the *chaussée*, between *Gjövig* and *Odnæs*, on the Rands Fjord, 1½ m., to * † Mustad i Vardal, ⅛, to T. † Gjövig, 1¼. The road from Gjövig to Sköien is excellent. The road from Hadelands Glasværk to this place is more or less along the Rands Fjord the whole way, occasionally commanding extensive views over it and the surrounding mountains, and occasionally shut in by vast forests of fir. There is trout and pike fishing in the fjord, the fish running to a large size; the shooting is also well spoken of in the neighbourhood of Eidsvold, and bears may at times be met with. The head of the Rands Fjord is now reached. "The fjord had gradually narrowed till it became reduced to its feeding stream, which we had to cross at a village called Tonvold over a wooden bridge of a singular and simple construction, thrown across a foaming cataract."—*Barrow's* 'Excursions in the North of Europe.' This stream is the Dokke. These Norwegian bridges are very remarkable. On each side of the stream a platform is levelled in the rock; solid pine-trees are then laid close together with their ends towards the stream on these platforms of the width of the bridge, and extending about 3 ft. over the river; above and overlapping, other trees are laid—then another layer parallel with the first, and so on, layer upon layer, each two projecting an equal distance over the last, until the span between each side is brought to a sufficient contraction upon the level of the road. Trees are then laid across the span; rough planks across form the flooring; side-rails are fixed, and the structure is complete. It does not depend altogether, however, on this mode of construction, since several pines are driven into the bed of the river to serve as supports. In the mountain districts all the bridges are built in this primitive but substantial way. On passing this bridge, the road is continued along the grand valley of the Etnedals Elv, which rushes onwards close along the roadside. This is said to be a fine sporting district—feathered

game abundant, and many bears and wolves. Angling is almost unknown in the wilder districts of the interior, as the peasants' time is far too valuable, during their short summers, to be spent in angling.

* *Sköfien*, 1⅝. Good road. This is one of the best stations in Norway. From hence one can get to *Finden in Land*, 1¾; to *Nös in Birid*, 1¾; and to † *Stokke in Vardal*, 1⅝.

* † *Tomlevolden*, 1⅝. Excellent fishing and shooting to be had all up this valley. Bears spoken of as very destructive in the neighbouring mountains. The Etnedals Elv is crossed just before arriving at

* † *Gravdalen i S. Aurdal*, 1⅝, pay for 2 m. A good station. Here one gets the first view of snow in summer. From Gravdalen there is now a new road up the hill, which separates the Etnedal and Bægna valleys; it continues part of the way down the other side, when it joins the old one, and descends very rapidly to Frydenlund. From this place a road goes to † *Kræmmermoen*, ¾ m., by Bangs Church. After passing for some distance across the mountain, from the summit of the western side a scene of wondrous extent of beauty is beheld. At the foot lies the noble *Strand Fjord* (1137 ft. above the sea), winding along a deep valley, while some snow-capped mountains in the direction of the Hurungerne Fjeld rear their gigantic heads in the extreme distance. The road now rapidly descends the mountain into the valley of the *Beina Elv*, and continues to afford splendid views all the way to

* † *Frydenlund i N. Aurdal*, 1⅝, pay for 1¾. Game is abundant about here. Road carried near the bank of the river, and then of the Strand Fjord, all this stage, near the end of which the *Dal Elv* is crossed. [From hence a road goes to *Spirillen*, thus: on the E. side of Bægna Elv to * † *Kræmmermoen*, 1½; to Storsvean, 1; Sörum i Hedden, 2; Næsmoen i Aadalen, 1½; from which place a road goes to Strande, by water, 1¾; † Sömdalen, 1¾; Hönefos, 1¾ (p. 102). Excellent quarters at Kræmmermoen, and Strande.]

† *Fagernæs i N. Aurdal*, 1⅝. Excellent large stat. Glorious scenery, with the Strande Fjord on the l. nearly all the way. The peasants about here are a remarkably fine race of people. Somewhat of costume also begins; the men wear very short-waisted jackets, with large silver buttons and very gay waistcoats, and queerly shaped hats. Some of the old men are highly picturesque, with thin white hair flowing down their necks and each side of the face, surmounted by a faded red worsted cap.

† *Reien i Slidre*; 1⅝. Good road, but a poor station; the accommodation, however, is tolerable, and the people very attentive. The horses in this district are excellent, and about half the price of those round Christiania. The staple food of the peasants is "gröd," a kind of Scotch porridge, made of carefully boiled oatmeal; mixed with milk it is very good and exceedingly nutritious.

[From Reien the traveller, if he be a good pedestrian, may venture with a guide upon a five or six days' excursion to the highest mountains in Norway, the *Jotumfjeld* (Giant Mountains), part of which are the rugged mountains of Hurungerne. The excursion is fatiguing, and not without danger, and should not be attempted except in settled fine weather. According to Professor Keilhau, "the best plan is to ascend from the farm of Skreeberg in Hurum, towards the Rauhorn to Bituhorn, which lies ½ a mile to the N. of the former; it is 5000 ft. high; at the foot of this is the Sæter Châlet Hodnstolen, 3250 ft. above the level of the sea. Crossing the bridge at

the N. end of Vinstervand, you pass by Synshoin to Hestevoldsboden, on the N. shore of the Alpine lake Bygdenvand, where the Mugnafjeld takes its rise. Passing the high Hestekampen and the valley of Langsidedal, you reach Bramboden and Bygdenvand; from thence you ascend to the extensive Lake of Tyenvand. On passing through Koldedalen (cold valley), you get a splendid view of the Skagastölstinderne; you then proceed through Morkakoldedal to Aardal, or Utnedal. In Helgedal there are some good châlets. From Utnedal you proceed down to Hegge in Slidre, where you rejoin the main road." For description of pedestrian route over the fjeld from Aardal or Utnedal to Gudbrandsdal, see Viig, or Laurgaard, in Rte. 26.

This excursion may be made on horseback, for almost anywhere that a man can go a Norwegian horse will be able to follow. The Jotumfjeld lies to the N.W. of Ölken, and by taking the above route this road may be entered again at Leirdalsören, upon the Sogne Fjord. From Ölken the road continues to ascend along the left bank of the fjord. The Beina Elv is crossed a little way below the *Mjös Vand*, which is 1576 feet above the sea, and the road continues along the rt. bank of that lake for the next two stages. The scenery is wild and grand, the mountains very steep, with much underwood, which makes them a favourite resort for bears. Feathered game is also said to be very plentiful, and the fishing excellent.]

A fine waterfall is passed on this stage. The next station is

† *Stee i Slidre*, 1½. The shooting about here is well spoken of; reindeer generally abundant; fair road.

† *Öilöe i Vang*, 1. The buildings here are grandly situated. A capital road between Öilöe and Tune round Qvamskleve, which shortens the journey considerably. The scenery is of wondrous grandeur. Wolves are common about here, but are rarely to be seen except in winter. Even then they will generally avoid a human being, unless pressed by great hunger, and there be several together. In the winter of 1846 a peasant, when sledging on one of the fjords not far from hence, was attacked by a pack of 6 wolves. Fortunately he had his axe with him, and his horse was a high-couraged animal, who fought most gallantly with his fore-feet, as the wolves sprang at his throat. Between them three of the wolves were crippled, and the time occupied by the survivors in devouring them enabled the man and horse to reach a place of safety. Immediately blood is drawn from a wolf, his companions fall upon and devour him.

† *Tune i Vang*, ¾. Fair accommodation. The stat. lies ¼ Eng. m. from the road on the l. The road still continues winding along the face of the mountain a great distance above the lake. At a little distance from Tune a magnificent road turns off to the l. instead of going over the mountains. It is blocked out of the solid rock in some places, and runs close to the edge a good way above the Miv Lak, being protected on that side by solid pine railings. The buildings and costume become more picturesque. It leads across the mountains into Rte. 22, near the *Ekre* Stat. A grand waterfall is passed on this stage.

† *Skogstad i Öie*, 1¾. Good stat., picturesquely situated. Here the ascent to the Fille-Fjeld commences, and 3 horses are again requisite for a 4-wheeled carriage, be it ever so light.

There is excellent accommodation to be had at Nystuen on the top of the fjeld, and Maristuen, 1 m. beyond, on the descent to Hæg. These

houses are kept by two sisters, who vie with each other in civility and attention to the comfort of their guests. Their provender is unusually abundant and good, and the beds clean and comfortable. Charge reasonable. From Skogstad the road is fearfully steep in many places. Vegetation becomes very scanty, and stunted birch and mountain willow are almost the only trees to be seen. The wood of the mountain birch is beautifully veined, and extensively used in Norway for making ornamental and other furniture. The plateau of

The *Fille-Fjeld*

is attained some distance before arriving at

* † *Nystuen i Öie*, .1, pay for 1½, which lies between 2 ranges of mountains, 3170 ft. above the sea. The trout at Nystuen are celebrated. They are from a small lake (the *Utza Vand*) at the foot of the post-house. It is the source of the Beina Elv, which eventually falls into the Christiania Fjord. A little distance to the W. of this place is the source of the *Leirdals Elv*, a small stream, which soon swells into a mountain torrent, and forms innumerable falls and cascades before it joins the S.E. arm of the Sogne Fjord at Leirdalsören. The road there from hence follows the windings of this torrent almost all the way.

From Nystuen to Leirdalsören the character and costume of the people are peculiar, and totally different from those on the E. side of the fjeld. The women have fair hair, oval faces, and soft gray eyes; many of them are very pretty. Their dress is a tight boddice of dark cloth, buttoned up to the throat, and with long sleeves; cloth petticoat, generally dark green; buttons and ornaments of silver. The married women wear a white cap of very singular form. Those women who have had a child without being married wear a cap peculiar to themselves, and are called "half-wives." The maidens wear their hair in a most becoming manner: it is braided with narrow bands of red worsted, and wound round the head—the Norwegian snood.

On leaving Nystuen, an admirably constructed road leads across the rest of the plateau. A pillar on the l. marks the division of the districts of Christiania and Bergen. Soon afterwards the road rapidly descends the l. side of a deep, picturesque glen, down which the infant Leirdals Elv bounds along. In some places the road is a great distance above the level of the torrent below. The buildings of a Sæter (mountain pasture attached to a farm) are passed on the l., before reaching Maristuen. At night the cows, horses, goats, &c., are driven in, and, with their attendants, group round the fires which are lighted to keep off the bears and wolves. It is a wild and most picturesque scene.

* † *Maristuen i Leirdal*, 1½. This comfortable post-house is situated in a bleak country, the summit-level of the pass being 3900 ft. above the sea. The skulls of bears, nailed up over the door, evidence the skill of the Norsk sportsmen. One of these men had a narrow escape from a bear near here some time since. In hot pursuit of the beast, which he had lost sight of, the hunter was running down the rapid slope of a mountain, when, coming to a small patch of brushwood, he leaped over it, but had no sooner done so than, hearing a noise behind him, he turned, and had only just time to raise his rifle and draw the trigger, when the bear was upon him. Fortunately it seized the muzzle of the rifle, which, exploding at the same instant, blew its head to atoms.

From Maristuen the road keeps close along the banks of the Leirdals Elv, through a magnificent pass; enormous masses of rock, in many places, fallen from the mountains above, add to the effect of the scenery, and one of the wildest districts in

Norway is now entered, abounding in legend and romance. About midway to Hæg the road crosses the torrent, and soon after the S. road from Christiania (Rte. 22) is passed on the l.

* † *Hæg i Leirdal*, 1, pay for 1½. A fine waterfall near the stat. On leaving here, caution the man who accompanies you on to the stage from hence to stop at Borgund. The road continues rapidly to descend, the torrent thundering close alongside all the way. The falls and cascades which this stream makes between the Fille-Fjeld and the Sogne Fjord are most numerous, and afford fine subjects for the sketcher who delights in this kind of scenery. Some of the peasants' cottages are particularly picturesque. They are built of solid trees on foundations of rock, generally one story high; when more than that, a gallery is made outside. The roofs are constructed with planks overlaid with birch-bark, and then covered all over with turf. The vegetation upon these roofs is very luxuriant, birch and alder are commonly seen growing upon them; and they are favourite browsing spots for the goats. Shortly before reaching the next stat., the *church of Borgund* is seen below the road, a short distance off it to the l. It is one of the two oldest buildings in Norway, and should not be passed unseen. The keys are kept at the clergyman's, close by the ch. This most singular and interesting edifice "seems to have been built in the 11th or 12th centy., for the arches and the apse are semicircular, and it has all the characters of the style of a small German Romanesque ch., so far as it can be imitated in wood."—*C. T. N.* It is of very strange fantastic design, with carved wooden pinnacles, giving it almost a Chinese aspect, built of Norwegian pine, and protected from the weather by thick coats of pitch. The nave measures but 39 ft., the circular apse 15 × 54. A low covered way, about 3 ft. wide, runs round the exterior of the body of the ch. The belfry is of much more recent date, and stands some distance apart.* A ch. somewhat like this existed near Leirdalsören. It was sold to the King of Prussia, and is now erected in Silesia. See also the ch. at Hitterdal, near Kongsberg, in Rte. 23. The old road from Borgund to Leirdalsören was terrific, and several frightful accidents occurred. An admirably constructed series of zigzags now enables the traveller, with reasonable care, to descend the face of the mountain and reach the valley at its foot in safety. The scenery is wildly grand.

* † *Husum i Leirdal*, ¾, pay for 1½. Some very bad hills on this stage. The road keeps the bank of the river almost all the way, and runs through a magnificent pass, at times so narrow that the road is blasted out of the face of the perpendicular rocks. In one place it passes through a cleft in the rock just wide enough to allow a carriage to pass. These rocks distinctly show that this road was formerly the bed of the torrent, which now flows 100 ft. beneath, and that some mighty convulsion must have split the mountain ere the stream could have arrived there. In a narrow part of the pass, the road is carried across the stream, a great distance above it. The views from this bridge both up and down the pass are very fine.

* † *Blaaftaten i Leirdal*, 1¾. There is very tolerable accommodation here. The road continues along the stream, which here abounds with salmon. Numerous traps for them are seen, of the rudest and most picturesque kind. Habitations increase as the valley widens, and the land becomes good towards Leirdalsören. Before

* See *Ancient Norwegian Churches*, from drawings by Professor Dahl; Dresden and Leipzig.

arriving at the village of Leirdal, a torrent from the S. falls into the river, which is soon after crossed for the last time. Many of the bridges on this stream are very picturesque, and truly Norwegian, being entirely constructed of solid pine-trees, in the rudest manner.

T. * *Leirdalsören i Leirdal*, l. Excellent quarters. Everything very clean, and charges reasonable. Though not a fast stat., there is seldom much delay in getting a boat-*skydse* to Gudvangen. This inn is much frequented, but as an annex has been built to it, accommodation may generally be found. However, beds should, if possible, be ordered a day or two in advance, in the latter end of September, when a large fair is held here, which is attended by the peasants of the surrounding districts. Their costumes, particularly those of the women, are highly picturesque.

Leirdalsören is a capital place for head-quarters while making excursions in the neighbourhood, many of which are of the greatest interest. It is a small town, where most things which the traveller may require, such as provisions, &c., can be obtained. Boats may be had for making excursions on the noble Sogne Fjord, and its numerous branches; and guides, for shooting and other excursions in the mountains, where reindeer, as well as bears, are sometimes to be found; and feathered game, including woodcocks, is plentiful. Take nothing with you on an excursion from hence but what you cannot do without; the landlord at the inn will take care of your heavy baggage. Look well to your supply of provender, including some brandy. All present at the death of a bear or deer are entitled to share it equally, therefore make your bargain beforehand with those who accompany you, if you desire that it should be otherwise. And beware of entrusting a second gun, when loaded, to an attendant; promises not to use it will be forgotten if any large game is within shot, and after a long and anxious stalk, just as you are arriving within range of a splendid pair of antlers, a shot from your guide may spoil your sport. Instances of this have happened once or twice to English gentlemen.

Leirdalsören is the best starting-point from whence to visit some of the grandest Alpine scenery in all Norway, *Skagstölind*, considered for some time to be the highest mountain in Norway; but it will be seen from the Amts Karte that *Galdhö-piggen*, in the Ymes Fjeld, is 423 ft. higher. *Galdhö-piggen* is 8300 Norse ft. above the level of the sea; *Skagstöltind*, 7877; and *Snechætten*, 7300. See Viig, in Rte. 26, and Rte. 38. Also, the *Justedal* mountains, about 5 Norsk m. N.W. of Leirdalsören. Carriages or carrioles must be left here, and the land stages traversed on foot or horseback. The Norwegian horses may be as as safely trusted as the Swiss mules.

The route to the *Hörungerne* is as follows: From *Leirdalsören* to *Solvorn*, 2½ m. by water; *Dosen*, 1½ do.; *Skjolden*, ¾ do.; *Fortun*, ½; a heavy ride. A bridle-road goes hence to † *Rösheim in Lomb* parish. The voyage to Skjolden takes from 10 to 12 hrs. *Vide* Rte. 38.

[(*a.*) The *Glaciers of the Justedal.*—The way there is by water from Leirdalsören to Solvorn, in the *Lyster Fjord*, 2½, and thence on to *Röneid*, 1½, good quarters; thence to *Myklemyr* in Justedal, 2 *m.*, where horses and a guide to the glacier can be obtained, 2 m.

There is a good *Inn* at *Röneid*, but dear. A very tolerable bridle-road leads up the valley, and the distance may generally be done in 4 hrs., exclusive of stoppages. A guide is not necessary, for when once put in the way, the traveller cannot easily make a mistake. The track is along the bank of the Justedal River, running through the narrow winding

valley of that name. Indifferent accommodation may be obtained in Krondal at the foot of the Nygaard Glacier. There is no stat., but a lodging at a gaard is generally to be had. At the Rectory some way lower down the valley the clergyman is most hospitable. "On leaving the Rectory and ascending the magnificent pass there for about 1 m., you arrive at the finest of the glaciers, Nygaard. It is seen on the l.; and near to the glacier there is a farm where a peasant can be procured to act as guide. I found it impossible to walk on the ice without spiked shoes. The Justedal River flows from the glacier, bringing down with it vast quantities of detritus, which whitens the fjord for about 2 or 3 m. from the spot where it flows in. It took me rather more than 6 hrs. to ride from the Rectory to the glacier, as well as to inspect it and return. I slept at the Rectory, and rode back to Röneid the next morning. I was told that the mountains could be traversed from the valley of Justedal to Lomb, on the Vaage Vand, N.E. of Justedal, and that the journey would take 1 day from the Rectory." —*S. C.*

The glacier of Nygaard, with a course of less than 4 m., has a breadth of 1000 or 1100 yds., according to Durocher.

Beyond the Nygaard Glacier, farther up the Justedal Valley, there are other glaciers, and the stupendous mountain of Lodals-Kaabe, 6798 ft. high, with its wild dreary scenery, is reached. "The glacier of Lodal is the largest in Scandinavia, its estimated length being 5½ Eng. m., and its greatest breadth above 800 yds. This is Durocher's estimation."—*Forbes'* 'Norway,' p. 224, which see for further information on the glaciers of Norway. To the artist this region of the Justedal affords numerous subjects of the grandest description of Alpine scenery, many of the peaks of the mountains being covered with perpetual snow. The dwellings of the peasants in this wild region are few, and those of the poorest description. Bears are often to be found in the neighbourhood of the Justedal, as well as rein-deer in the Sogne Fjeld, upon the W., and feathered game is said to be abundant.

(*b.*) *Routes from Justedal.*—From *Justedal to the Nordfjord* by the *Glacier of Lodal*, Opstrijn Vand and Taaning.

"This is a very fine and interesting excursion. Besides traversing the whole length of the Lodal Glacier, on the ascent from Justedal, other glaciers of the district, including that of Nygaard, may be explored. For pedestrians also, this route affords a direct and convenient means of communication between the upper parts of the Sogne Fjord and Nordfjord. Three days should be allowed for the actual journey, and a good supply of provisions should be taken.

"On the first day leave Röneid early in the morning, ascend the Justedal, examine the Nygaard Glacier, and then continue up the valley to Faaberg, where, at one of the principal Sæters, tolerable accommodation may be obtained for a night.

"Leaving Faaberg on the following morning, the path still follows the course of the valley. The glacier of Biörnesteg is passed, and after walking for about 4 hours, the head of the Stordal is attained. Hence to the right a path leads over the Fjeld into Gudbransdalen; in front is the Stygge, Bolt Breen, while on the left the third, and least steeply inclined branch of the Stordal is filled by the grand glacier of Lodal."

"We crossed this glacier early in the year, while it was yet covered with a thick layer of snow, so that it was not possible to examine its structure and anatomy. It requires about four more hours of steady walking to reach the summit of the

pass. We passed to the right, or E. of Lodalskaabe, a fine peak. Four tributary streams of ice flow into the main river. By one of these, flowing just under and to the W. of Lodalskaabe, there is a practicable pass into Lodal. Having attained our highest point, we crossed a vast field of snow, and then descended towards the N. by another noble glacier called by the guide Haraaldsfalden-Bræ; but I have not been able to verify the name. The *séracs* at the fall of this glacier were most beautiful, the ice of clearest blue. A steep descent over rocks, and a slide down a snow slope brought us to the lower glacier. Hence the view down the valley to Opstryn Vand, and the mountains beyond, is very grand. We slept at the small village of Gredung, and on the third day taking boat down the Opstryn Vand, and passing through very pretty scenery, we arrived in good time at Taaning (Rte. 24), where the quarters are excellent."—*A. M.*

(*c.*) On returning to Röneid, the route can be varied by taking boat to Marifiæren; from thence ride 1 m. to Hillestad, and another to Nögeloien, where one of the steepest hills in Norway was formerly descended, but it is now converted into an excellent road; ½ m. farther, either on horseback or by water, leads to Sognedalsfiæren, where there is very poor accommodation at the station-house. Thence back to Leirdalsören is 4½ m. by water. To Gudvangen, 4¾. And down the fjord to Bergen, about 18.

(*d.*) Again from Nygaard, a little N. of Justedal, a horse-track leads across the mountains to the *Faleidet* Stat., on the high-road between Bergen and Molde (Rte. 24). Or, from Nygaard another horse-track leads along the bank of a torrent to the N.E., and, after crossing the ridge of the mountain, descends to the N., and, passing the Lia Vand, leads into a splendid valley, which opens into Gudbrandsdal at Laurgaard (Rte. 26). Soon after passing Hörgven, and before coming to the head of the Vaage Vand, another horse-track leads due N. into the grand valley of Romsdalen. See Rtes. 30 and 38, on the high-road to Molde. No one must venture on taking either of these tracks who cannot support fatigue and the roughest food and lodging. Those who can do so will be amply repaid. The following is a description of the scene from the mountains at the head of Justedalen:—

"Never shall I forget the view which then burst upon us; I can only compare it to some of the wildest I have seen of Lapland or Siberia, but it was still wilder and more desolate than those. A precipitous rock, or rather an abrupt mountain side, sunk beneath me, and far below, on my right, was a wide sea-green lake, bordered by snowy ridges and peaks which overhung its waters; and a cluster of small specks in the distance, which my guide told me were a herd of reindeer, added interest to the scene. In front rose the Lodals-Kaabe, the loftiest mountain of the range, to a height of many thousand feet, between which and the point where I stood was a ravine filled by a huge glacier, and on my left was the vale of Justedal. The stream which rushes through it issues by cataract from the lake, which is, I believe called Stug Sö."—*Milford's* 'Norway.'

For the *Sogne Fjeld*, see Rte. 38, from Leirdalsören across these mountains and others to Romsdalen.

(*e.*) The *Sogne Fjord*.—This enormous fjord runs upwards of 120 Eng. m. inland. It has several extensive branches, each of which has its own name; of these the Lyster Fjord and Aardals Fjord, upon the N. of Leirdalsören, offer a variety of in-

teresting excursions to the lover of Alpine scenery; but it requires the exercise of some nerve to trust oneself across the fragile bridges and along the narrow footpaths, with apparently unfathomable abysses and roaring torrents below. Proceeding from Leirdalsören up the Lyster Fjord and its branch, the *Aardal Fjord*, one of the dreariest mountain defiles is that of the Vettie Gielen. From *Aardal*, a first-rate station, you first proceed by the little lake of Aardalsvand about ¾ m., then through the valleys of Fardal and Svarlemdal. Near Farnds, in the neighbourhood of the farm of Vee, there is a fine waterfall, issuing from Rosdal, a small lateral valley. About ½ m. farther on is the farm of Jelde, where the stupendous defile or mountain chasm, named Gielen, commences. Here also there is a considerable waterfall close to the farm. About ¼ m. from Jelde is the little valley of Afdal, the waters of which, descending from the wild chain of the Hurungerne mountains, precipitate themselves in foaming torrents, forming sometimes a succession of waterfalls, at others extensive rapids. About ¾ m. from Jelde you come to the last farm in the Gielen, called Vettie. From this point excursions may be made to the still wilder scenery around the Jotumfjeld, but these must not be undertaken without an experienced guide. The greatest attraction of this valley is the *Mörkfos*, 1000 ft. high, one plunge into a chasm of perfectly vertical sides. It may be seen from above and below, and its beauty as it tumbles clear over the rock is inexpressible.

(*f.*) The *Aurlands Fjord* is another branch of the Sogne Fjord. At Urland, nearly at the head of the S.E. branch of Aurlands Fjord, there is a very good hotel in a beautiful situation. It lies to the S.W. of Leirdalsören, and separates into two large branches; that to the S.E. leads to the valley of *Flaam* and its waterfall, and is well worthy the attention of the contemplative or artistic tourist. The numerous Bauta-stones to be met with afford evidence of many well-contested battles having been fought there. Proceeding farther up through Kaardal to the farm of Kleven, you enter the wild and picturesque region of the Sverrestein, through which King Sverre, in the beginning of his reign, effected his hazardous and bold retreat towards Hallingdal and Valders. At Kleven the horse-track up the valley separates: one leads to the S.W. down the valley of the *Rundals Elv*, and joins this route again at Vossevangen Stat.; the other runs across the mountains to the S.W., and commands splendid views over the Hardanger Fjord, the most N.E. branch of which, the *Ouse Fjord*, is reached near the Ouse. This is the most direct way to the Vöring-fos from Leirdalsören.

In the *Outer Sogne Fjord* the scene of Frithiof's 'Saga' may be visited. Vangnæs, where good accommodation may be procured, is generally considered to be the Framnæs of the Saga, the birthplace and residence of Frithiof. In calm weather it takes about 8 hours to row from Leirdalsören to Vangnæs in a six-oared boat, and 12 to return. Balestrand is the site of the temple of Baldur, burnt by Frithiof. Near the ch. of Lekanger there is a Bauta-stone, 21 feet in height, called Baldur's stone. Some point this out as the birthplace of Frithiof.

The Sogne Fjord and its branches abound in waterfalls and cascades; the scenery generally is grand, but sombre. In all the tributary streams there are salmon wherever they can get up. There is good wild-fowl shooting on this fjord. Seals are also frequently seen here.

Route to Bergen continued from Leirdalsören.—A steamer runs from Bergen to Leirdalsören on Tuesdays at 8 P.M., and returns from Leirdalsören on Wednesday mornings. If it be not the steamer's day, those who desire to proceed by water to Bergen must hire a boat at Leirdalsören. There are water stations on the way, and the distance is about 20 Norsk miles. The stations from Leirdalsören are—Fresvig in Levanger, 3 m. by water; Fedjös, 1¼; Vangsnæs, ⅝; Quamsö, ⅞; and Kirkebö, 2⅝, all by water.

[From Kirkebö there is a route northwards to Sondfjord, where Rte. 24 (Bergen to Trondhjem) can be joined. Vadheim, ¾ by water; fair quarters, a splendid pass from there to Sande. Sande, 1⅜ by land; good quarters, and very superior people. Langland, 1 m. ditto, on Rte. 24. But if the traveller wishes to go to Bergen, he must continue down the fjord from Kirkebö to Leervig, about 2 m., and there join Rte. 24. The time occupied by the voyage will of course much depend on the wind. At Leirdalsören, as well as all the other water stations in Norway, the boats are under the management of the station-master, so that each boat has its regular turn of duty. Carriages and carrioles have their wheels taken off before being embarked, and the same boat takes the passengers. There is no convenience whatever for embarking and disembarking carriages upon these fjords. With carrioles there is no difficulty, from their being so light, but 4-wheeled carriages occasion much trouble and delay, for fear of accidents in getting them in and out of the boats. Carriages are so seldom used here, that the boatmen require much attention to prevent damage being done. These boats are furnished with a large sail; great care should be taken not to allow the sheet to be fixed, but to have it kept in hand, so that it may be let go instantly, as the gusts from the mountains are sudden and dangerous.

The passage to Gudvangen depends upon the wind, and averages from 6 to 12 hours. Look to the provender before starting, as there is nothing to be had *en route*. When sending a Forbud on these long water-stages, so much depends on the wind that it is impossible accurately to calculate the time of arrival. The best plan, therefore, is upon the Forbud paper to order the horses to await your arrival, at whatever hour it may be, and state that they will be paid for accordingly. Without this precaution, they would leave as soon as their time was up.

About halfway to Gudvangen, on a bluff to the left, at the mouth of *Aurlands Fjord*, is Fronningen, a small village, at which the crew, if rowing, sometimes pull up to make an attack on their provision-boxes. Too much cannot be said in praise of the scenery upon this truly grand fjord—the whole voyage forms a moving panorama of the finest description. In many places the dark mountains rise perpendicularly from the water to an enormous height, upwards of 5000 ft., and are very picturesque in form. The absolute height of the precipitous walls cannot be less than 3000 ft. Numerous waterfalls are passed, and the atmospheric effects are splendid. About midway up the Aurlands Fjord, a branch of it, the *Nero Fjord*, runs to the S.W. (which is our way), and the scenery increases in grandeur as the water narrows towards the head of the fjord. The scenery has been compared with that of the Uri Bay of the Lake of Lucerne. The boatmen will generally stop several hundred yards below the Inn at Gudvangen, unless made to row up to it; they expect a gratuity of about 4 to 6 skillings each beyond their fare. The salmon and sea-

trout fishing in Aurlands Elv are well spoken of.

* † *Gudvangen i Aurland*, 4⅜. Comfortable quarters; but the charges are high, and in one instance the landlord refused to show the tariff of prices. This is the port of the Nerodal, or narrow valley forming a continuation of the Fjord. This place is situated in a very deep and dark narrow valley, closed in by mountains of immense height, 5000 or 6000 feet. Opposite the station, high up the face of the mountain, may be seen the *Keel-fos*, a fall of at least 2000 feet, but the body of water is small. Good salmon-fishing in the stream up this valley, and shooting in the mountains around.

Those who in coming from Bergen desire to proceed from hence direct to the *Justedal Glaciers* (see Leirdalsören) can do so. The distance by the water stations from hence to Röneid is 7½ m. And hence to Skjolden (Rte. 38), over the *Sogne Fjeld*, is 8 m.

[Stretching N. from the Sogne Fjord into the great range of the Justedal Mountains, is the arm called *Fjærlands Fjord*. It may be approached from Lekanger in Systrand, a flourishing village with a good *inn*, where a boat may be hired. Near the ch. is a menhir, or bauta stone, 28 feet high.

At the entrance of the Fjærlands Fjord, on the W. side, is *Balholmen*, with a fair inn. The fjord is navigable as far as Stölum (7 hrs. from Lekanger). Above this the valley divides, and sends out from either branch a considerable glacier, that of Suphollen, which descends nearer to the sea-level than any in Norway; and that of Boium; both several hours' walk from Stölum.]

Soon after leaving Gudvangen, the road crosses the river, and continues along this most grand and picturesque valley, till all further progress is apparently precluded by the mountain which rises abruptly at the head of it. This is, however, ascended by a long series of masterly zigzags. A fine waterfall is passed on the l., and near the end of the stage a torrent is seen to the rt., which makes a grand fall at its junction with the Gudvangen stream. The zigzags up this mountain, as well as those on the other side of Leirdalsören, near Borgund, were constructed by a Norwegian officer, Captain Finne, and they are works of which any engineer might be justly proud.

† *Stalheim i Vos*, 1⅛. Poor accommodation. The view down Nerodal valley from hence is very fine. Some little distance off the road, on the N. from this station, there is another fine waterfall of 1000 ft.—the *Sevlefos*. This stage runs on very high ground much broken, and with a good deal of wood and heather, old trees, and masses of rock, highly picturesque. Good shooting about here.

† *Vinje i Vos*, 1. During all this stage the scenery continues very fine. A lovely stream, near which the road runs all the way, is twice crossed. Just before reaching the next station, a fine waterfall of considerable height is seen on the rt.; the water is separated into 2 falls, and then split into a succession of smaller ones, forming one of the most picturesque objects of the kind that it is possible to imagine. A curious old ch., close to the station, is worth seeing.

† *Tvinden i Vos*, ⅞; wretched quarters. Still a succession of glorious scenery, but the mountains gradually become less wild, and more like Westmoreland. The beautiful Tvinden Fos should not be passed unvisited. Several small lakes are passed on the l., and the road, at length, descends into the lovely valley of the *Rundals Elv*, near the head of the *Vangs Fjord*, at

† *Vossevangen i Vos*, 1. Good accommodation at Fleischer's Hotel (the landlord speaks English), or at Madame Schlambusch's. This is an

excellent resting-place and starting-point, from whence to visit the Hardanger Fjord, and Vöring-fos, the Glaciers of the Folgefond, and the Östud-fos, and from thence going down the fjord to Bergen; or returning here and going on there by this route. The Vöring-fos lies some distance from the head of the Hardanger Fjord, about 7 m. S.E. of Vossevangen. The Glacier of the Folgefond is about 6 m. nearly due S. of Vossevangen, and halfway down the Hardanger Fjord, on the l. bank. The Östud-fos is on the opposite side of the fjord.

The distances by water in making these excursions are so long, and the stages practicable even for carrioles so few, that those who intend returning to Vossevangen will save much time, trouble, and expense, by leaving their heavy baggage and carriage, or carriole, there, and riding the land-stages on horseback; the same is advisable even if they should go down the Hardanger Fjord, and return to Vossevangen by the direct road. Take care to replenish the provision-basket before leaving Vossevangen.

(*a*) The *Vöring-fos.* — The road there from Vossevangen is to the S.E. by way of Vasenden, 2 m. by land, returning pay for 2¼; *Graven*, ½ by water.

Eide, ½ by land (a good inn). The steamer from Bergen stops here.

Ulvik, 1¾. Good station on the Hardanger Fjord. From Vasenden a new road by the Graven coast leads down to Eide, ¾ m., on the Hardanger Fjord, or to † Brakenæs i Ulvik, 1½. The road from Graven to Ulvik is very hilly, and had best be ridden over. Thence down the Ulvik Fjord, and up Eidfjord to

Vik, 1½ by water (inn not good). This can be done in one day from Vossevangen. The scenery, in a branch of the fjord which ends at Ose, should be explored. The time occupied in going from Vik to the Vöring-fos and returning depends on the amount of fatigue the traveller can endure. For a good walker 3½ or 4 hrs. are sufficient to go in, and the same to return. About half a mile beyond Vik, through a deep valley, shut in by towering mountains, the Eidfjord Vand or Lake is crossed to *Sæbö*, from whence the ascent to the Vöring-fos is commenced. Beyond the lake up to the Vöring-fos the road is only practicable for horses, which may either be taken across in the boat or obtained, together with a guide (who is *essential*), at Longrei, or Sæbö. In any case, much delay will be saved by sending Forbud from Vossevangen to bespeak horses, boats, and guide. From Vik to the fos is about 1½ Norse mile.

"Some distance from the landing-place on the Eidfjord Lake, the path becomes rugged, and, bending to the l., proceeds up the wild valley of Syssendal, twice crossing in its course the rapid torrent by frail and unstable wooden bridges. It then reaches a very steep acclivity, which is ascended by a rough, winding, zigzag track, in some cases a mere staircase formed by blocks of gneiss, but which is practicable for the horses of the country. On arriving at the summit (probably 800 or 1000 feet above the valley), a moor is traversed for upwards of an Eng. mile, from which a fine view is obtained of the snowy *Normandsjokeln* (on the N.E. 5500 ft. high). A deviation is then made to the l. of the path, and a few minutes' walk across some marshy moss ground brings the traveller to the l. bank of the river, and to the Vöring-fos; but the fall is so deeply seated in a narrow ravine that the traveller is quite close to it before he is made aware of its proximity by the sound or other circumstances, and a stranger without a guide might possibly search for it in vain. The height of the fall, accurately measured, is about 600 ft., and

the descent of the very considerable body of water seems to be unbroken, but it is a difficult and perilous task to attain a complete view from the dizzy point where the spectator is placed. This point is about 100 or 150 ft. above the *top* of the fall, but the cliffs on the opposite side are more than double that elevation above the commencement of the fall. The rocks near the fall are so vertical that there are no trees whatever on their faces, and it is only at a little distance that the occurrence of ledges on the escarpments admits of a sprinkling of birches. A descent to the bottom, which is a work of time and difficulty, does not repay the labour, as the view of the fall is partially obstructed by a projecting rock."—*T. J. T.*

The best view of the fall may be obtained from the cliff on the N. bank, that is, the opposite side to the usual point of view; a wearisome walk over quaking bogs and muddy streams. To reach this the river must be crossed above the fall, if there is a boat to be met with. There is sometimes one attached to a Sæter.

Mr. Elliott, in speaking of the Vöring-fos, says:—"The river falls perpendicularly, without a single contact with the rock, into a valley scarcely broader than itself. The body of water is, perhaps, equal to that of the Handek in Switzerland. It is the highest waterfall in Europe (except that of Gavernie in the Pyrenees) and the *Lion* of Norway."—*Letters from the North of Europe.*

Mr. Everest visited this fall in the middle of March. He says, "It was now falling within a case of ice. Opposite the spot where I was standing extended in a broad framework of icicles, reaching from the top to the bottom, green and glittering."—*Journey through Norway.*

There are two other grand falls, which are scarcely known to tourists; they are a little to the N. of the Vöring-fos, namely, the *Skyttie-fos*, 700 ft. high, and the *Rembiedals-fos*. A small ridge of mountains lies between each of these falls. The streams from the last two unite, and flowing down Simedal enter the N.E. part of the Eidfjord.

On returning from the falls, the way may be varied by making a detour to the S.E., ascending the mountains and returning to the Eidfjords Vand by the valley of Hielmöe, where there are several smaller but beautiful waterfalls.

(*b*) The *Vöring-fos to the Riukanfos.* See the latter in Rte. 23.

(*c*) The *Östud-fos* is in Steendalen, near the village of Vikör, on the N. side of the Hardanger Fjord, and opposite the range of the Folge-fond. In going from the Vöring-fos to the Östud-fos, the best plan is to return to Vik, and from thence go down the Hardanger Fjord to Utne, 2 m., and from there to Vikör, 2½. The fall is not far distant from the station. The *Östud-fos* is one of the most celebrated falls in Norway. "The height of the fall is about 150 ft., but the volume of water great. The water falls perpendicularly upon a ridge of the mountain, from whence it foams in cascades over vast pieces of rock into the valley. It is possible to pass behind the fall. The view of the fjord from the mountain above the fall is splendid."

In going from the Östud-fos by the nearest way to Bergen, a horse-path leads up Steendalen and across the mountains to the head of Samnanger Fjord, a branch of the Björne Fjord, and, proceeding down these waters, Rte. 24 is entered at the *Hatvigen* Stat. near Bergen.

(*d*). The *Glacier of the Folge-fond.*—The ascent can be made either from Jondal, 1 m. from Vikör, on the opposite side of the fjord, or from Bondhuus, in the Morang Fjord, some miles farther down. Horses and guides to the glacier may be obtained either at Jondal or at Bondhuus; and at the latter comfortable

accommodation will be found at the farmhouse of John Bondhuus.

"The Folge-fond is the most important glacier-bearing fjeld of Norway. According to Hertzberg, Smith, and Naumann, the highest portion of the fjeld falls short of 5460 Eng. ft., which seems irreconcilable with the statements of Hertzberg and Von Buch, placing the snow-line only 220 ft. lower. The dimensions of the snowy and icy surface are irreconcilable with the supposition of so small a height for its supply. There are several small outfalls of ice on the E. side, of which the chief is the glacier of Buer, which descends to 1000 ft. (according to Captain Biddulph); another, and smaller, is near the hamlet of Moge on the Sör Fjord; but the most majestic outlet by far of the icy surplus is on the S.W., forming the fine glacier of Bondhuus, which descends to within 1120 ft. of the sea level."—*Forbes'* 'Norway,' p. 221.

If desirous of crossing the peninsula of the Folge-fond from Bondhuus, go to Övrehuus, and sleep; thence pedestrians with a good guide can cross to Odde (Rte. 23) on the E. side of Sör Fjord, in 4 or 5 m. The best starting-point to visit the Folgefond Glacier is Jondal, where ponies may be taken nearly up to the glacier.

(*e*) The *Hardanger Fjord.*—This unique and magnificent fjord and its branches, in addition to the scenery before described, abounds in cascades and waterfalls. The *salmon-fishing* is good on all the tributary streams to the Hardanger, where the fish can get up. Wild fowl of all kinds abound in the Hardanger Fjord, and woodcock, ptarmigan, &c., in the surrounding mountains. "It is curious here to see the pertinacity with which the skua gull (called in Norwegian tyvfugl, thief bird) pursues the smaller kind of gull when they have caught a fish, hunt them till they drop it from their beaks, and catch it in mid-air as it falls. The skua gulls always feed in this way: they never fish for themselves."—"Some of the best reindeer ground is to be found in the neighbourhood of the Hardanger Fjord, viz. at Vikör, Graven, Ulvik, and Kinservik." Bears are numerous in this Amt. "Properly prepared for the campaign, and able to devote plenty of time to it, the bear-hunter would, I am confident, find the mountains bordering the Hardanger Fjeld a noble field for operations."—*Sport in Norway.*

Route to Bergen continued from Vossevangen.—The road is carried along the N. bank of the Vangs Vand, which resembles Windermere—the scenery becomes of a softer character, and numbers of waterfalls are seen in the hills, on both sides of the lake.

The road leads down a valley of lovely pastoral character, with mountains gradually rising on either side, and clothed with verdure to their summits; two small lakes are passed on the left, and the road then follows the windings of the *Rundals Elv*, which is here a large and rapid stream, abounding with salmon. It connects the lakes passed with that at Evanger, and eventually enters the Bergen Fjord.

† *Evanger i Vos*, 1⅝. The accommodation is first-rate. This station is beautifully situated at the head of the *Evanger Vand*. There is a delightful walk through the hills, directly opposite the house; the path will be readily found by walking round the head of the lake. Great numbers of salmon are taken about here with nets; this place is a depot for them when dried; also for pickled herrings. Both are excellent. The Rundals Elv enters the lake close to this station. Trout run large, and are abundant in this stream.

Those who sleep at Evanger and desire to reach Bergen in one day, must start *very* early in the morning

to do so. The time occupied by the journey is uncertain, as so much depends on the wind—under the most favourable circumstances it takes a long day. Look to the provender you must have with you for the day, as the accommodations *en route* are wretched, except at the next station, Bolstadören.

The Evanger Vand is but a short distance from the most eastern branch of the Bergen Fjord, into which its waters flow: it is small, narrow, and winding, but the mountains around it are very grand—their rocky sides rise almost perpendicularly from the water, while thousands of stunted birch and pine cling wherever there is the smallest hold for their gnarled roots. The slopes of *débris* are occupied as little farms, the mountains above and around, in most cases, being so steep as to preclude all access to them except from the water. These habitations are fearfully dangerous, particularly in the spring, after a severe winter, when avalanches of rock come thundering down the mountains, sweeping everything before them. Instances of this kind have occurred in Norway, where a whole village has been swept away. On arriving at the foot of the lake, if ordered in time, horses will be in readiness for the ¼ m. by land, which forms the rest of this stage. The road is alongside a fine salmon stream, the last portion of the Rundals Elv, and which connects the Evanger Lake with the Bergen Fjord.

* *Bolstadören i Vos*, 1, by water. Poor accommodation; salmon and trout fishing about here well spoken of. Those who are going to Bergen may sleep here instead of at Evanger, as they will be more sure of reaching Bergen in one day. From hence a boat can be taken to Bergen direct, viz. to *Bernæstangen*, 3 m. by sea, and thence to Bergen, 3 m. The voyage is sometimes made in 8 or 10 hrs.; but there is a *steamer* twice a week in 5 hrs.

Pursuing the land-route from Bolstadören, down the Bergen Fjord, to the next land station, this branch of it (the *Bolstad Fjord*) is narrow and winding, but the scenery sublime. No wonder that these dark and fathomless fjords abound in wild legends—they look the paradise of water-spirits. In some parts the mountains literally overhang the water.

Dalseidet i Haus, ¾ by water. When there is floating ice in Bölstad Fjord, it is often necessary to go over Tösse Fjend, about ½ m. Miserable station. It takes about 1 hr. to get to

Dale i Haus, ⅝. Wretched quarters. A desolate spot, and not a dwelling to be seen. This stage usually takes 6 or 8 hrs., according to the wind. After proceeding down a small branch of the fjord, the main line is entered and continued for the rest of the way—the mountains very grand the whole distance, and in numerous places rising quite perpendicularly from the water—the strata of many of them twisted in the most curious way. Numerous waterfalls are passed, some of them on a grand scale. No one can form a just idea of Norwegian scenery without visiting some of the sublime fjords on the W. coast. Nothing would be more easy than to construct roads along them, but the cost would be enormous, as they must be chiefly blasted out of the solid rock, and will therefore in all probability never be made. Winter, as before observed, is the season when the natives travel; these fjords and lakes are then frozen, and traversed upon sledges with great rapidity. In the spring, when the ice becomes too thin to bear, it is tremendous work forcing a passage through in a boat, as is sometimes done. The boatmen in Norway pull slowly, but with great steadiness and surprising endurance. The large island of *Osterören* forms the W. side of the fjord, and not a single habitation to be seen upon it for a long

distance—here and there a boat is moored; and looking up the mountain, peasants may be seen making hay on small patches of *débris* where the slope is so rapid that a single false step would plunge them into the fjord 1000 ft. below them. Goats abound here. The eastern side is thinly scattered with small farms, and looks a fine shooting-country. Game is said to be abundant. The mountains gradually decrease in height on approaching

Garnæs i Haus, 2¾. This stage runs over a fine broken picturesque moorland, with mountains looming in the distance. In fine weather, on the S.E., the glaciers of the Folgefond are visible about 50 Eng. m. distant. The scenery on this stage, in some places, much resembles Borrodale and other parts of Cumberland.

Lone, ¾. Two bad hills on this stage, and, on the whole, an admirable example of the up-and-down road constructed by the Norwegian farmers, who appear always to prefer going over the crown of a hill instead of along its side. The scenery continues lovely, with bold hills and numerous coppice-woods of birch and alder. The first view of Bergen is obtained from a hill about an English mile from the town, and the traveller should pause here to see it. It is beautifully situated, surrounded on three sides by mountains, and the fourth open to the fjord, with islands of lofty hills in the extreme distance. Numbers of neat villas, timber-built, and mostly painted white, are passed before arriving at the old entrance gate of the town.

T. BERGEN, 1¾. (Here Rte. 24 round the coast is joined.) *Inns:* Hôtel Scandinavie, fallen off—not well kept, and dear. Hotel Sontum, by far the best, most frequented by the English; charges not less than 1½ sp.-d. per diem for board and lodging. Marten's Hotel, rough, but good. Comfortable lodgings are to be had at Mr. Pellot's, a confectioner's; at Madame Perreguard's; Skipperborger Hansen; and these houses have the advantage of being cheaper and quieter than the hotels. The Hôtel Scandinavie is on the high ground on the S. side of the harbour; and in the street beneath, called the Strandgaden, running parallel with the port, is the *Post Office;* near to which is the *Steam-boat Office*, and also the counting-house of Messrs. Alexander Grieg & Son, who act as agents to several of the London bankers, and will cash circular notes and bills drawn on letters of credit. Do not omit replenishing the purse with a stock of *small* money; it is difficult to obtain it except at the Bank, or at the post-office. Mr. Alexander Grieg is *British Vice-Consul* here, and most kind and obliging to all who seek his advice and aid, which is highly valuable in this little-frequented but magnificent district. The office of Mr. Jansen, *Banker*, is open 9 to 12 and 3·30 to 5. Mr. J. speaks English.

Those desiring to meet the steamer here, or at Christiania, should not delay going to the office to ascertain the times of departure, and arranging to leave this place accordingly. Should the office not be open, which it rarely is, except on the day the boat comes in, the manager may generally be found at the Bourse near the office. If travellers land or embark a carriage here, they should personally see to its being properly done, as the people are sadly clumsy, being little used to handle anything heavier than a carriole. There is a crane on the quay, for the use of which, in landing or embarking a carriage, a small fee is payable. Look over carriage and harness, &c., carefully, and have damages repaired. Trust not to others, but see to it personally,

as Norsk workmen are slow, and require much looking after to keep them to their work.

For information as to price of carrioles, &c., see Christiania, and Preliminary Information, "Modes of Travelling." Carrioles are somewhat cheaper here than at Christiánia; horses considerably so. Bennet's agent, Hans Hoyer, often has carrioles, which may be hired cheap to Christiania.

The city of Bergen stands in a bay completely land-locked, on the shore of 2 creeks or inlets, separated by a high ridge crowned by the castle of *Bergenhuus*. It was founded in the year 1069 or 1070, by King Olaf Kyrre, who made it the second city in his dominions. Shortly after its foundation, in consequence of the advantageous position of its harbour, and the privileges given to the merchants of the Hanseatic League, who had erected a factory there, it became the first city in the kingdom. This pre-eminence it maintained down to the last few years; its trade is even now greater than that of Christiania: but as that capital, since the separation from Denmark, has become the seat of government, and also of the University, it has rapidly increased in trade and importance, while Bergen has remained almost stationary.

The population of Bergen is about 25,000; prior to 1815 it was considerably greater.

The average rainfall is 73 inches per annum. The average temperature is 13 degrees higher than that of Christiania.

Previous to the Calmar Union, Bergen was the theatre of several remarkable events. In the year 1135 King Magnus was taken prisoner in this city, and his eyes put out by Harald Gille, one of the competitors for the throne, who, the year following, was himself murdered in the same place. In the year 1164, King Magnus Erlingson was crowned here by the papal legate, and in the century following, King Hakon and his son were likewise enthroned here. The plague which made such fearful ravages in Norway, first made its appearance in this city. In the years 1600, 1618, 1629, and 1637, Bergen was again visited by this dreadful scourge. In the year 1665, during the war between England and Holland, the Earl of Sandwich pursued the Dutch under the command of Admiral Van Bitter into the harbour of Bergen, but was obliged to retire, the Dutch being protected by the fortifications of the town. Several of the shots fired by the English are still to be seen in the walls of the fortress, the cathedral, and other places.

The English were the first who traded with Bergen; in the year 1217 King Hakon Hakonson concluded a treaty of commerce with England. This treaty is the more remarkable as it is the first compact of the kind which England entered into with any foreign nation. The English continued to pursue the trade with but indifferent success until the year 1435, when they were driven from Bergen, and a monopoly granted to the Hanseatic League, who formed a large establishment here, and carried on a very prosperous trade until the middle of the last century, when the monopoly was abolished, and the port thrown open to all foreigners. In the year 1763 the last buildings belonging to the Hanseatic League were sold, and from that period the trade, being unfettered, has considerably increased.

The principal trade of Bergen at present is the export of *stock-fish* (dried cod), *cod-liver oil*, and herrings. The take of fish on the W. coast of Norway may be judged of by the fact that Bergen alone usually exports about 2,000,0000 specie-dollars' worth of stock-fish; 20,000 barrels of cod-fish oil, divided into first, second, and third qualities; and

from 400,000 to 600,000 barrels of herrings, which are chiefly pickled. The stock-fish mostly goes to the ports of the Mediterranean, the herrings to the Baltic, and the cod-fish oil to all parts of Europe. The cod are usually very fat when caught; they are immediately gutted, and the livers thrown into barrels; the oil which gradually rises to the surface is then skimmed off; this is of the first and purest quality, and called "blanc;" it is used for lamp-oil and dressing and currying leather, as well as medicinally for consumptive and scrofulous cases; the second and third qualities, brown blanc and brown, are obtained by boiling the refuse, and used exclusively for dressing and currying leather. In the months of March and April, when the large square-rigged yachts (*Jægts*) laden with fish from Lofoden and Finmark arrive, the town presents a busy and animated appearance; the harbour is frequently crowded with from 600 to 700 vessels of 70 to 200 tons burden, besides larger foreign vessels waiting to receive their cargoes from them. There are two great arrivals of these Jægts in Bergen, one in spring, another later in the summer, when 100 or more come in at a time.

There are also some manufactories in the neighbourhood, but they are not of any note.

The *fortress of Bergenhuus;* which commands the entrance to the harbour, is irregularly constructed. It consists of three bastions and a ravelin towards the town, and three bastions and two batteries towards the sea: it was erected by Olaf Kyrre, the founder of the city, and, previous to the union with Denmark, was the residence of those Norwegian kings who made Bergen their capital. An ancient *tower* (*Malhendorf Tower*) in the N. part of the city, probably dates from their time, and there is a large hall, which has lost its roof. Prior to the introduction of artillery, it was considered impregnable. On the opposite side of the harbour there is also a strong fort.

Previous to the Reformation, Bergen contained 32 churches and convents; there now remain but five.

The German or *St. Mary's Church* is the most ancient, and is spoken of by Snorro as existing in the year 1181; it is also the most interesting. This church is situated near the entrance gate on the N. side of the port, and is distinguished from all the others by its having two towers. It has a rich S. door, with elaborate mouldings and some good arcade-work. The nave has round aisles with square piers. The chancel is early pointed. It retains some wood carving of the late period. It is probably of Dutch workmanship. The font is a flying angel, carved and coloured, the size of life, the basin held in the extended hands. This figure is lowered from the roof immediately in front of the altar. The pictures are numerous, but without excellence.

The Cathedral is passed on the rt. on entering the town from Christiania. The Sacrament is administered there every Friday morning; there is much chanting in the service; the priest is dressed in a surplice and large ruff, and wears a rich and highly embroidered scarlet mantle over the surplice, with a large crucifix worked on the back.

The *Cathedral school* is a handsome building near the cathedral. The poet Welhaven, and Dahl, the artist, are natives of Bergen, and were both educated at this school. Holberg, the dramatist, and Ole Bull were likewise born here. There are also several charitable and scientific institutions in the town.

The *Gallery of the Konst-Forening* (Art Union) is at the *Museum*. It contains several pleasing specimens of native art. The best picture is by Jensen. It represents a Norwegian sea-king endeavouring to save

a Greek lady from being carried off. The figures are of the size of life, and most carefully drawn; great truth and force in the expression of the heads, and the colour unusually rich and transparent for a northern artist.

The *Museum* comprises a collection of northern and other antiquities, which have been found in tumuli, chiefly in the neighbourhood of Vosse, pictures, and a cabinet of natural history. The most interesting portion of the museum is the small collection of northern antiquities, comprising sepulchral urns, arms, &c. There are likewise some Runic inscriptions in a fine state of preservation, and a collection of about 3000 Norwegian coins, commencing from Hako the Good, son of Harald Haarfager, in the 10th century. Hako was educated in England, by King Athelstane, and by his aid obtained possession of the throne of Norway. *Obs.* 2 *Fonts* of soapstone, from old churches, a relic shrine of bronze, with dragon heads in the corners. The lovers of antique furniture will be gratified with the sight of a most elaborately and beautifully carved oak bedstead of Dutch manufacture. Upwards of 200 years since, this bedstead was brought to Bergen by a young English couple, just married. They settled here. The husband was unfortunate in trade, and soon after died, leaving his widow enceinte with her first child. Norwegian hearts warmed to the young mourner and her fatherless infant, and when they at length sailed for England, the widow gave this only and valued relic of her happy days to a family here who had shown her the greatest kindness. Their descendants presented it to the museum, where it remains a token of British gratitude for Norwegian generosity. The pictures here are rubbish. The only picture here deserving notice is an elaborate specimen of the Byzantine school of the 11th centy. It came from one of the churches in the Sogne Fjord, where it is said to have been placed by one of the sea-kings, who brought it from Constantinople. This picture is in 8 compartments, representing the Persian king Chosroes carrying off the holy cross from Jerusalem; the Emperor Heraclius attacking and slaying him, recovering the cross, and replacing it on the altar, at which the dead are raised up from their tombs beneath. Considering the great age of the picture, it is in a good state. There is an inscription round each of the compartments.

The cabinet of natural history is somewhat rich in specimens of Norwegian animals and birds, particularly in marine zoophytes found in the Bergen district; and has also some good specimens of fish. Those of the bear, red deer, and *Beaver*, still found in N. Sweden, as well as the extensive tribe of feathered game, merit the sportsman's attention. The amiable and venerable master of the cathedral-school points out with much satisfaction the skeleton of "my old friend," that is, a horse of the best Norwegian breed who served him faithfully for 40 years. In Norway and Sweden the horse generally attains a greater age, and retains his powers of usefulness many years longer, than in England. Pontoppidan, Bishop of Bergen, in 1751, published a folio volume on 'The Natural History of Norway;' it was translated and published in London in 1755.

The Theatre is smaller than that of Christiania. Here also the performers are Danes, and the pieces generally selected are those which have been played in the capital.

There is a *Hospital for Lepers* here, the disease being by no means uncommon in most parts of Norway.

Bergen is a picturesque little city. The houses are mostly timber-built,

painted red and white, each with its water-cask at the door for use in case of fire, from which Bergen, like the other towns, have several times suffered terribly. In 1488, 11 parish churches and the greater part of the town were consumed. One hundred and eighty houses were burnt down in 1855 in the west quarter of the town; and nothing, humanly speaking, saved the rest of the city but the broad market-place, beyond which the flames were prevented from spreading. "One evening when I was at Bergen, the alarm of fire was given by two guns from the fort. I found that in a large, partly detached house some stock of combustible goods in the roof story had taken fire. There are many water cisterns in the streets and squares, and the sea is near. Portable pumps were quickly brought and inserted in the cisterns. Numerous fire-engines of a small class arrived, each with its banner; there were plenty of fire-buckets, and in no long time ten fire-hoses were in full play. In spite of this the ridge of the house was on fire from end to end. The great difficulty arose from the circumstance that the roof was covered with two solid layers of close planking, above which were tiles; and it was impossible to carry the water into the roof story. But, after throwing off the tiles, some active men were mounted with good axes, which they worked vigorously; holes were made through the planking, into which the hose-nozzles were inserted; and then, almost against hope, the fire was subdued."—*G. B. A.*

The streets are irregular, but, for the most part, well paved. *The Harbour* is the great object of attraction. The fish market is held there on Wednesdays and Fridays, and should be visited. In point of language it is quite equal to our Billingsgate. Fish forms the principal article of diet here in summer, and it is fine, abundant, and cheap. Mackerel, 3 for an English penny, and a large halibut for 1*s.* 6*d.* In summer the port is usually crowded with vessels; there are generally two or three English yachts. The stock-fish boats from the N., before alluded to, are very quaint and picturesque; they will be readily distinguished by their high prows; the form of these vessels is of great antiquity. So prejudiced are the people who build and navigate these vessels that they will not make the smallest alteration in their build or rig; they will not even avail themselves of the use of the windlass, and the huge square sail therefore still requires the same power to haul it to the mast-head as it did 1200 years since. They are clinker-built, and with great breadth of beam, but are not adapted for sailing, except in smooth water. It has been erroneously stated that these Jægts are perfect models of those used by the old Norsemen in their piratical voyages. "Their *Drage* and *Orm* were long galleys, with one or more banks of oars."—*H. D. W.*

The huge row of *Warehouses* on the N. side of the harbour, several stories high, and running far back, are almost all filled with stock-fish; that is, cod-fish gutted, the head cut off, and dried, without salt. These warehouses once belonged to the Hanseatic merchants. They are very old and curious. Many descendants of these old Germans still live in Bergen, keeping up the language and customs of the fatherland, as much as possible, to this day.

There is a *Circulating Library* for native and foreign works, and one or two other good booksellers' shops near the cathedral. Travelling maps and the Government Road-book (Reiseroute) of stats. and distances, &c., may be purchased there.

The best *Jewellers' Shops* are in the Strandgaden; there may be seen the silver buttons and shirt-studs

worn by the peasants in the Bergen district; and also the crown and ornaments worn by the brides at their weddings.

Travellers should endeavour to assist at a *Bergen Farmer's Wedding;* it is a highly picturesque and entertaining scene. Immediately the ceremony is over, the house is thrown open to all their friends and neighbours, and feasting and dancing are kept up for several days. Each guest brings a present. The bride remains dressed in her crown and ornaments during all the merry-making; the crown is so constructed that by withdrawing a pin it opens and falls from the head, and the gay doings of the wedding are at length ended by the bride dancing the crown off. Immediately she does so, the music is hushed, and the guests depart. The interiors of many of the peasants' houses in this district are extremely picturesque. The farmers make excellent, but clumsy, rifles, and are, many of them, splendid shots, killing ptarmigan with ball.

Tobacconists' shops are as common in Norway as in Germany. The Norwegians smoke to excess, and the constant use of tobacco in all ways renders some of them as objectionable in their habits as American backwoodsmen. Smoking at night in the streets is not permitted in any of the Norwegian towns.

Just outside the entrance gate by the German ch. there is a *Public Garden,* where an excellent band frequently plays in summer. The views from thence are extensive and beautiful.

There is an old custom still kept up by many families here, and in other parts of Norway, of sprinkling the leaves of trees before the house where a person dies; and the relations and friends of the deceased do the same before theirs.

"Many of the watermen about Bergen have peculiar dresses and customs, and form a class by themselves, like the Claddagh fishermen of Galway. They are called 'Streels.' Accurate information about them is a desideratum."—*MS. Journal, W. E. C. N.*

The *Watchmen* in Bergen are armed with a most formidable weapon called "the morning star." It is a globe of brass about the size of an orange (in which are fixed numerous spikes of iron of about ½ an in. long), mounted on a staff of about 4 *ft.* The Marquis of Waterford, when at Bergen, some years since, was nearly killed by a blow on the head given him by a watchman with his morning star.

The best *General View* of Bergen perhaps is from the entrance of the harbour. As you steam or sail in, the town lies before you in a semicircle at the head of the bay, backed by two rocky cliffs separated from each other by a deep ravine.

Environs.—Many of the villas about Bergen are beautifully situated, commanding lovely and extensive views; and the walks in the mountains which surround the town are charming. Some of these mountains, of which there are 7, lie quite near to the city, which makes its situation highly picturesque; but the altitude of these mountains, which is upwards of 2000 ft., renders Bergen very subject to rain, so much so that it is calculated that the wet days here in each year average about 200. There are some horse-chesnut trees near Bergen, perhaps the northernmost place at which they are found; but the climate of Bergen, from its proximity to the sea, is quite mild, when compared with that of the country a very few miles inland.

From Bergen delightful sketching and sporting *Excursions* may be made to the islands on the W. and N.W., as well as to the neighbouring fjords. Boats may be hired for the purpose, as also men who know the coast well, and can be relied upon. Most of the sailors speak a little English. Look

well to the provender before starting. The islands abound in wild fowl—feathered game is abundant on some of them; and at times red deer and bears are met with there. The scenery of the outer islands, which are exposed to all the force of the ocean, is exceedingly wild.

The two grandest fjords near here are the *Sogne* and the *Hardanger*. The Sogne lies about 7 m. to the N. The Hardanger is some 7 m. S. of Bergen. For description of these fjords, and the fine waterfalls, and other objects in this neighbourhood, see previous part of this route, at Leirdalsören and Vossevangen; also Rtes. 23 and 24. Those who have a yacht and a tent with them may roam about these magnificent fjords, and remain wherever sport or scenery may attract them. It is still such comparatively unknown ground that there is abundant room for enterprising tourists to strike out new routes and discover new beauties in these as well as many other parts of Norway. The costume of the peasant women about the Hardanger Fjord is very picturesque, particularly their Sunday dress, which they will sometimes put on to oblige strangers. Prints of Norwegian costume may be purchased at the booksellers in Bergen; also views of the town.

Care should be taken before leaving Bergen to ascertain the exact time of the steamers calling at Teröen. So much of this excursion is by water that a carriole would be a useless encumbrance, and it may be doubted if one could travel from Vossevangen to Ulvik. It is therefore better not to buy one, but to trust to the conveyances of the country. Provisions must be taken. The distances are by time, and depend therefore on the wind. At each station, before dismissing your boat, ascertain if another is to be had. If there is none, you must bargain with your former men to be taken on. The boats being seldom watertight, have some sticks or branches put underneath your luggage to keep it out of the wet.

ROUTE 21A.

FROM BERGEN TO THE SOGNE FJORD, JUSTEDAL GLACIER, AND HARDANGER FJORD, BY UTNE, ROSENDAL.

An *Excursion* may be made from Bergen, which will combine the Sogne Fjord and the Justedal Glacier with the Hardanger Fjord and the Folgefond, and which may be done very comfortably within a fortnight.

Go by steamer to Leirdalsören in the Sogne Fjord, taking care to arrange your plans to suit the day the steamer goes, thence to Justedal Glacier, visiting the head of the Sogne Fjord (see p. 84). Return to Leirdalsören, or Gudvangen; from thence to Vossevangen, as described in Rte. 21.

From *Vossevangen* cross the country to the Hardanger Fjord at Ulvik (see p. 88), and across the water to *Vik* at the head of Eidfjord. From hence the Vöring-fos may be visited. Returning to Vik, take boat to *Utne* at the N.E. corner of the Folge-fond promontory.

Utne.—The best quarters in the Hardanger, reasonable charges, and a very central situation. The Folge-

fond can be ascended from here, by going to Bleyer, in 1 long day, returning to Utne at night. Thus:—boat to Bleyer, 3 hrs.; ponies and a guide to the glacier, 8 hrs. there and back; return to Utne, 3 hrs. Take the ponies as near as possible to the edge of the snow. Observe the Alpine plants in this elevated region. If, however, you go to Oddo at the head of the Sör Fjord, you must sleep there, or at Bustethun (see Rte. 23).

From Utne to *Vikör*, on the N. shore of the Hardanger, 6 hrs. by water, near which the Östud-fos should be visited. Here Rte. 23 may be joined, and Bergen reached in 11 m.; but if the traveller wishes to see the rest of the Hardanger Fjord (and it is well worth it), he should proceed in boat from Vikör first to

Bondhuus, 12 hrs., at the head of a small fjord on the W. side of the Folge-fond peninsula. The Folgefond *can* be ascended from here, but it is better to do so from Bleyer or Odde in the Sör Fjord. From Bondhuus to

Rosendal, 8 hrs. by water, one of the most beautiful spots in the Hardanger. There is no inn, but a lodging may generally be obtained. There is a beautiful valley leading up from the fjord, and a waterfall at the head of it; the baronial house is curious, as being one of the few manorial houses now left in Norway. It is a small stone building, erected in 1662. There is also a stone *ch.* of Ear. Eng. architecture, containing the burial-vault of the barons of Rosendal. The present owner of Rosendal is their lineal descendant, but bears no title, since the abolition of all titles in 1814. From Rosendal to

Teröen is 4 hrs. by water. Here the steamer touches, and travellers can proceed either N. to Bergen or S. to Stavanger and Christiansand, as they have made their plans.

On leaving Bergen.— Remember that towns are scarce in Norway, and therefore, if going to linger in the country, think well before starting of what you are likely to want, and provide accordingly. Above all, forget not a supply of *small* money. For *Steamers* up and down the coast, which call here, see Rte. 25.

Those who wish to shorten the journey from Christiania to Bergen can go by rail from Christiania to Eidsvold Terminus, and from thence by steamer to *Gjövig* on the W. shore of the Miösen (see Rte. 26). From Gjövig to

* † *Mustad*, 1¼ by land.

† *Lien*, ⅞.

* † *Sköien*, 1⅜; where Route 21 is joined. Passengers can book themselves and their carrioles from Christiania to Gjövig, which will be a saving of expense, and a day gained in time; but they will miss Ringeriget, and exchange the wild scenery of the Rands Fjord for the tamer beauties of the Miösen.

ROUTE 22.

BERGEN TO CHRISTIANIA (B) BY LEIRDALSÖREN, THROUGH HALLINGDAL AND HEMSEDAL.

The *South Road.*— Distance 45⅛ Norsk m., or 315 Eng. As to sending Forbud papers by the post, see Rte. 21. After leaving Hæg for Christiania, the horses are generally better

upon this than upon the North Road, and where the loss of a short time at each stat. is not an object, a Forbud need not be sent, as the station-masters have horses of their own, which they will usually furnish in about a quarter of an hour, upon being offered the "Halvaden," that is, 32 skillings per horse per m., as at country fast stations. But this plan, which saves half the price of the Forbud horse, should not be relied upon.

This route is the same as 21, till arriving at *Hæg*, where the ascent to the plateau of the Fille-Fjeld begins. There the road branches off to the S.E., and ultimately again joins Rte. 21 at Vik, about 4¼ m. from Christiania. There is much difference of opinion as to the scenery upon this road, some persons considering it finer than that over the Fille-Fjeld, and others not nearly so fine; but however that may be, by following Rte. 21 to Bergen, making the excursions therein described to the chief objects of interest on the Sogne and Hardanger Fjords, and returning by this road, the tourist will have traversed some of the grandest scenery in Norway. Or, instead of going direct to Christiania, by diverging from this road (as directed at p. 101,) the silver-mines at Kongsberg, the Riukan-fos, and the town of Drammen can be visited *en route*.

From Bergen to Hæg includes 16 stages, 4 of which are by water, in all 20⅝ Norsk m. For particulars of accommodation at the station-houses, and the scenery and excursions on the way there, see Rte. 21. Do not forget a supply of provender, and plenty of *small* money.

Travellers who wish to go by land from Bergen to Trondhjem can either go by Rte. 24 or else by Rte. 22 to † *Hæg;* from † *Hæg* to † *Skoien* by Rte. 21; from *† *Skoien* to † *Lien i Land*, 1⅜; † *Mustad i Vardal*, ⅞; T. † Gjövig, 1¼; † *Stokke i Vardal*, 1; † *Grytestuen i Birid*, 1⅜; T. † Lillehammer, 1⅝; *vide* Rte. 26.

*† *Hæg to Christiania.*—The first stage is a very long one, through exceedingly wild and grand mountain scenery; a very steep ascent up zigzags great part of the way. At Breistölen, halfway on this stage, the traveller has to rest ½ hr. Soon after leaving Hæg, the road crosses the Leirdalsören River, as it comes thundering down from the Fille-Fjeld, and is then carried up the deep valley of a picturesque stream, which flows from the *Eidre Vand*. The highest part of the mountains is attained soon after passing this lake. The scenery here is grand, but of the most desolate character. A small lake is soon passed upon the rt. This is the source of the *Hemsedal River*, whose waters flow S.E., and eventually fall into the Drammen Fjord. The road is now carried along the valley, down which the Hemsedal River flows to

*† *Björberg i Hemsedal*, 2½. Pay for 3⅜ going W. Good accommodation. This is a "fast station;" that is, from the 15th of October to the 14th of May, 4 horses, and from the 15th of May to the 15th of October, 6 horses, are kept in readiness for the use of travellers, and for which the additional charge must be paid. On leaving Björberg, the road rapidly descends; the Hemsedal River being close on the right all the way.

† *Tuff i Hemsedal*, 1⅞. Pay for 2¾, but for 1⅞ going W. Tolerable accommodation. For making out a Forbud on this part of the road from Hæg to Tuff over the Hemsedal Fjeld time must be allowed for the ascent from Hæg to Björberg, and *vice versa*, the traveller coming *from* Christiania must allow for the ascent from Tuff to Björberg. Near here on the N.E. is the *Skogshorn* mountain, 5907 ft. high. Road still follows the l. bank of the Hemsedal River, now become a splendid stream. The scenery along this noble valley is most grand and picturesque, and particularly so

from hence to the village of Gool, beyond the Roe Stat.

† *Ekre i Hemsedal*, 1½. From hence a horse-road branches off to the N., through a wild mountainous tract abounding in lakes and torrents, to Tune, on Rte. 21. Upon this stage the scenery increases in grandeur, and the road, descending tremendous hills, crosses the river near

† *Löstegaard i Gols*, 1. A short distance from Löstegaard the noble Hallingdal is entered at the village of Gool, and then turns E. Near Gool the Hemsedal River is crossed, close by its confluence with the noble Hallingdals *Elv*, where it makes a splendid fall. The bridge here is worthy of notice. The descent continues very rapid during almost all this and the next stage, the road being near the river all the way.

† *Haftun i Gols*, ⅞. Pay for 1¼ going W. Indifferent accommodation. The Hallingdal River is crossed about midway on this stage, to the right bank, down which the road is carried for several stages. From Haftun a road goes to † *Sundre i Aal*, 2½ (rest ½ hr. at Ellefsmoen); *Neraal*, 1⅝; *Hammerböen*, ½.

† *Næs*, 1½. Good accommodation at Landhandler Larsen. The road here is 556 feet above the sea, and the descent becomes somewhat less rapid. The Hallingdal River flows through the *Bremmen Vand*, upon this stage. The scenery continues very fine. About ¾ m. beyond Næs there is a footpath leading up to a farm-house, where a fine view down Hallingdal may be had. In winter the road from Næs to Hamremöen is on the frozen lake, and in summer it may be travelled over in a boat, but this plan is not recommended. If wished, one can go hence by boat to Sorteberg.

† *Sevre*, 1½. Bad quarters. Close upon the S. of this place the summit of the *Eggedals Fjeld* is 4230 feet high. This fine range of mountains extends from Næs to Green.

† *Aavestrud i Flaa*, 1¼. The road still follows the windings of the stream on its left bank. Soon after leaving Aavestrud, the river runs through a small lake, and, on clearing it, flows but a little way farther before it enters the noble Krören Fjord.

† *Gulsvig i Flaa Annex*, 1¼. Good accommodation here; the people particularly civil. The house is some little distance off the road to the left, and is beautifully situated near the head of the fjord, which is only 363 feet above the sea. A steamer runs three times weekly on the Kröderen Lake. This is an excellent place to stop at for a few days; the scenery around is very fine; fishing good, and shooting well spoken of. Bears are frequently met with near here. From Gulsvig the road is very hilly; it is carried along the left bank, and commands splendid views over the fjord.

Sorteberg i Krydsherred, 1¾. Pay for 2. A very hilly stage going westwards, requiring nearly 3 hours. When the ice on the Kröderen can be sledged on, which is generally the case from Christmas to the middle of April, travellers going W. should order horses to meet at Stavnæsodden instead of Sorteberg.

* *Hamremöen i Krydsherred*, 1¼. Good road, but hilly. House beautifully situated near the Kröderen Fjord, on which a steamer runs daily.

The silver mine at *Kongsberg and the Riukan-fos* can be visited by taking the road which turns to the right, a little distance from Hamremöen, upon this stage, and leads through Haugsund to Kongsberg. The road keeps the bank of the river almost all the way to Haugsund, where it turns S.W. across the country to Kongsberg. Scenery beautiful all the way. The distance from Hamremöen to Kongsberg is 4 stages, viz.: † *Præstegaarden*, 1¾; *Krona*, 1; † *Haugsund*, 2⅛ (allow ½ hr. to rest at Bjerndalen); *Kongsberg*, 2.

At Haugsund, Rte. 23 is entered on the way to Kongsberg.

On leaving Hamremöen, after passing the road to Kongsberg on the right, our route quits the fjord, turns N.E., and becomes very hilly.

* † *Oppegaarden*, 1¼. Upon this and great part of the next stage the scenery is fine, and the road turning S.E. leads down the deep valley of the *Sögnedals Elv*.

* † *Vehme i Norderhuus*, 1⅛.

Höne-fos, 1. *Inn*, clean. Road still continues hilly—scenery picturesque. The fine waterfall of *Höne-fos* is passed near the junction of the *Beina Elv* with *Vials Elv*, which flows from the Rands Fjord. On crossing the Vials Elv, our route soon after joins the northern road to Bergen, Rte. 21, at the village of Norderhoug. This village is celebrated in Norwegian annals. In 1716 the Swedes invaded Norway, and a party of about 200 horse were quartered at the priest's house and those adjoining it. He was ill and helpless at the time, but his wife plied the Swedes with drink, and contrived to send one of her servants to advise the officer in command of a small Norwegian force in the neighbourhood, who immediately marched, attacked the Swedes, and took or killed almost all of them. Good trout-fishing.

† *Vik*, 1. From hence to Christiania, as in Rte. 21. There are only 3 stages, together 4¼. Bear in mind the magnificent views at *Krogkleven* (see Rte. 21), if not already visited.

ROUTE 23.

CHRISTIANIA TO BERGEN (c) THROUGH DRAMMEN, KONGSBERG, OVER TELLEMARKEN, AND THE HARDANGER.

Distance 55⅜ Norsk m., or 388 Eng.

This third route to Bergen cannot be travelled in a carriole farther than Gugaarden, at the foot of the Houglifjeld. Travellers, therefore, who intend to go to Bergen will do well not to purchase a carriole, but to trust to the conveyances of the country, as far as Gugaarden. From thence to Odde, at the bottom of the Sör Fjord, the journey must be made on foot, or on horseback. If the latter, the traveller will do well to make a bargain at each station, "fjeld miles" being loosely calculated. Passing, as this route does, through the celebrated districts of Tellemarken and Hardanger, it commands some of the very grandest scenery in Norway, so much so that it is considered by many travellers superior to that over the Fille-Fjeld, Rte. 21. The valley, before reaching Seljestad, and that of Grönsdal, before reaching Sör Fjord, are sublime, and the views from the fjeld above, before the track descends into them, among the finest in Norway. But these districts are so wild, and so thinly inhabited, that, with the single exception of those at Drammen and Kongsberg, all the station-houses are very inferior, and those in Tellemarken wretched. None but the hardy—those capable of enduring very considerable fatigue and the roughest food and lodging—should follow this road farther than Kongsberg and the Riukan-fos.

Tourists prepared to face these difficulties will be most amply rewarded by the grandeur of the scenery, and the picturesque dwellings of the people and their costumes, all which are but rarely seen by any travellers, from the want of good roads and accommodation. To the true lover of nature in her wildest mood, the artist, the angler, and the sportsman, this line of country has very great attractions, which are increased by their freshness as well as their novelty.

Tellemarken begins a few miles W. of Kongsberg; excellent general shooting is to be had in this district, and its large and numerous lakes and their tributaries abound in trout and a variety of other fish.

Look well to Rte. 20 for hints prior to leaving Christiania. After passing Kongsberg, even a carriage or carriole would be an encumbrance and expense, and it will be found much the best plan to perform the land stages on foot or on horseback. A carriole can always be bought in any town when wanted, and horses are easily hired at the mountain stations, as elsewhere.

A *diligence* runs between Christiania and Drammen.

As far as Drammen all the stages are "Fast Stations;" that is, horses are kept in readiness; for which an additional sum is payable to that charged at the ordinary stations; see Table, Preliminary Information, § 6. No Forbud is therefore requisite before Drammen. There is no post going to Bergen by this route.

On leaving Christiania, the road passes close under the New Palace, and beautiful views of the fjord are obtained for some distance.

† *Sandvigen*, 1¼.

† *Vestre Asher*, ¾. A town stage from Christiania: good road. About halfway between Christiania and Næs, the Bergen Rtes. 21 and 22 turn off to the N.W. The road then gradually leaves the fjord, and turns S.W. through a hilly country covered with fir in all directions.

† *Ny-Gyellebæk*, ⅞. Pay for 1¼, but returning for 1⅛. The new road avoids *Paradise Hill*, from whose summit there is a most extensive and splendid view of the valley of the Drammen, the town, and the fjord. Any one wishing to pass over it must make a distinct agreement. The road descends into the highly picturesque valley of the *Leir Elv*, crosses that stream, and soon after joins the bank of the Drammen Fjord, along which it continues into the town.

† DRAMMEN, 1. (*Inns:* Hotel Victoria is considered the best; Hôtel d'Angleterre, and one or two others. English spoken at the first two.) Drammen is beautifully situated at the mouth of the noble river of that name, at its junction with the fjord. The lakes, torrents, and rivers, which are tributaries to the Drammen are almost innumerable. Many of them rise in the mountain ranges of the Hardanger, and even farther N. They afford ample occupation for a host of anglers, as they abound in trout. *Salmon* cannot get higher up the river than Haugsund, on account of the fall there; in the pool beneath it the best fishing is to be had. Though not in much repute as a salmon stream, the Drammen may be worth trying in the early part of the season. In 1866, the town of Drammen was entirely burnt down; the light of the fire was seen at Christiania. It appears from the amount of forced insurance with the State that this is by far the largest fire there has been in Norway for many years. The fire of any one house was communicated not immediately to the houses next to it but to those at the distance of perhaps a hundred yards, so that the town was on fire at several separate places at the same time. And with regard

to individual houses of good class, this was the rate of progress of the fire: signs of fire were perceived; in ten minutes, by watch, the whole house was burning; in fifteen minutes more there was not a trace of the dwelling to be seen, unless the stone chimneys remained standing."—*Prof. Airy.*

Drammen contains about 12,000 inhabitants; it is divided into three districts, Bragenæs, Stromsö, and Tangen, and consists principally of one long street, stretching 3 or 4 miles along each side of the river, and connected by a handsome bridge. The chief trade, like that of all the towns on the E. coast, consists in the export of timber and deals to France, Holland, and Great Britain, and no less than about 40,000 tons of shipping are annually employed.

From Drammen there is a road to Ringeriget (Rte. 21), by Nordal, along the E. bank of Holsfjord and Tyri Fjord to Sundvolden. The road followed is a very fine specimen of engineering, being in many places built up of solid masonry, for 50 or 60 ft., on the side of the fjord. This new road avoids Paradise Hill. Should any one wish to pass over it for the sake of the view, a special agreement must be made. The scenery for 20 or 30 m. is very picturesque, and the *coup-d'œil*, when you first catch sight of the Ringeriget Valley, with its extensive sheets of water, is very striking. From Drammen to *Nordal* on this road is 1¼; to Enger, 1; thence to Sundvolden on Rte. 21 is 2¼ along the Holsfjord.

[From Drammen a *Railway* is open to the *Rands Fjord*, 56 m. 2 trains daily in 5 hours by *Haugsund i Eker* (1¾) stat. *Inns* not good. Here carrioles and horses are waiting to convey passengers to Kongsberg.

Skotselven Stat., Skjærdalen; from this you may reach the *Steamers* plying on the Tyri Fjord (Rte. 21). The Railway is carried along the W. shore of Tyri Fjord to

Hönesfos Stat. (Rte. 21), and at *Randsfjord Terminus* it corresponds with the steamer on the *Rands Fjord.*]

† *Haugsund i Eker*, 1¾. (Town stage.) Bad accommodation, though the place is populous for Norway.

From Haugsund, the road crosses the Drammen by an iron bridge, and, crossing some steep hills, descends into the valley of the *Lauven Elv* shortly before reaching

T. † KONGSBERG, 2. *Inn:* Hotel Scandinavie, a large, comfortable house, near the smelting works. Pop. about 5000. The town is beautifully situated on the River Lauven, and near it to the W. the *Jonsknuden* mountain rises to an elevation of 3054 ft., from whence the view over Kongsberg and the valley of the Lauven is very fine.

Kongsberg is celebrated for the rich *silver-mines* belonging to the State, situated about a mile from the town. Hexahedral cobalt pyrites are also found here. By application through the innkeeper to the directors of the mines, a permission to view them is readily obtained.

The *Ch.* is a large brick building, and is one of the handsomest in the country. There are also in the town a mint, a manufactory of arms, the government powder-mills, and the smelting-works for reducing and refining the silver-ore, and manufacturing cobalt, as used in commerce. Specimens of the silver, of the cobalt pyrites, and of the various stages through which they pass, until the exquisite blue used in painting is obtained, can all be purchased here.

"The rock at Kongsberg contains native silver and sulphuret of silver, with copper pyrites, iron pyrites, and blende, disseminated through it; that is to say, in certain ranges of

the strata from 1 to 60 fathoms broad. This is called the Fahlbaand. The dip of the strata to the E. is from 50 to 80 degrees. The rock in the whole mountain is mostly gneiss, with layers of mica slate and hornblende slate. The vein does not bear silver when it leaves the Fahlbaand; 100 lbs. of the rock in the Fahlbaand contain never less than ⅛ oz. of silver."—*Everest's* 'Norway,' p. 279. The principal mine is said to have been discovered in 1623 by a peasant-boy, named Grosvold. It was first worked in 1624, by Christian IV., and is about half a Norwegian mile from the town on the high-road to Tellemarken. On the way to the mines the stamping and roasting houses are passed. The principal entrance to the mines is through a level commenced in 1716, by Frederic V.; this is tolerably broad and lofty, and is nearly 2 Eng. miles in length; from this level you descend by 38 perpendicular ladders, of the average length of 5 fathoms each, a very fatiguing task, and then find yourself at the bottom of the shaft, and are rewarded by the sight of the veins of native silver. From this mine was obtained the famous mass of silver, *about 6 ft. long, 2 ft.* broad, and 8 inches thick, which is now in the Museum of Natural History, at Copenhagen.

When at Kongsberg, an excursion to that fine waterfall, the *Larbrö-fos*, should be made. It is about a mile up the Lauven, above the town. The Lauven is a fine-looking salmon stream. See Rte. 25.

Kongsberg to Skien.

From Kongsberg a road goes S. to Skien, Porsgrund, and Brevig on the Christiania Fjord. The stations are † Tinnæs in Hitterdal, 2½, pay for 3¼, resting 1 hour at Jerngruben; thence † Sæm or Lysthuus in Hitterdal, ½ m.; and thence by steamer to Skien. *Another road* by land all the way from Tinnæs is *Sögaarden*, 1¼; Farvolden, ⅞; Söboden, 1¼; † *Ulefos*, 1⅜, pay for 1¾; † Bergan, 1¼, pay for 1½; † Fjærestrand, 1, pay for 1¼; † Skien, ½, pay for ¾. Total, 7½ m. From Skien to Porsgrund is about 1 m. farther. A steamer runs on the Nord Sjö every week-day, except Tuesday and Thursday, from Fjærestrand to Tangen, near Tinnæs, in about 6 hours, generally starting early from Fjærestrand, and returning the same day. Hoier's Hotel at Skien is very good.

Kongsbery to Numedal. The route to Numedal is as follows:—

To *Svennesund*, 1½; *Gjellerud*, ⅞; * *Rostad*, 1½; *Stjernæs*, ¾; *Mogen*, 1⅛, ferry over.

Bjorgesund and *Moensund. Strömmen*, 1½, good new road.

**Skjönne*, 1¼; *Liverud i Opdal*, 1. [From Liverud one can also ride to *Brösterud i Opdal*, 2; to *Kjönaas i Dagelien*, 1½.] *Björkeflaaten i Opdal*, 1½; *Flaaten i Opdal*, ¾, principally on horseback.

The scenery in the neighbourhood of Fennebu Fjord is extremely beautiful. Fair accommodation at Opdal, and good opportunities for shooting and fishing. Only a bridle-road from Flaaten.

Kongsberg to the Riukan-fos.

This celebrated waterfall, in itself worth the journey from Christiania, is upon the Maan Elv, which flows from the Mjös Vand into the Tind Sjö. It is a little to the N.W. of the Gousta Fjeld, which lies N.W. by W. of Kongsberg. There are 3 ways from Kongsberg.

First road, dist. 12 Norsk m., or 84 Eng. Upon this route the same horse is taken from Kongsberg to Lysthuus, dist. 2¾, pay for 3½ m., and stop 1 hour to rest horse at Jerngraben. Lysthuus, ½; Tinoset, 3, at the foot of the *Tind Sjö*. *Vide* under *second road*. N.B.—It is advisable to take

a boat all the way from Tinoset to Haagenas. There is now a *Steamer* on the Tind Sjö. It leaves Tinoset three times a week, and returns from the head of the lake the alternate days (*vide* Time Table). The situation of Tinoset at the end of the Tind Sjö is very pretty, and at the inn there, very fair accommodation may be obtained. From hence the Riukan-fos is about 1 m. more. The best resting-place is Dal. The accommodation is very tolerable. At Ornæs i Mæl, there is a very fair inn, pleasantly situated close to the lake and landing-place of the steamer. By starting early from Tinoset, Dal may be reached on the second day from Kongsberg. The two great attractions upon this road to the Riukan-fos are the falls of the river from the Tind Sjö, between Tinnes and Sæm, and near the latter the interesting antique ch. of Hitterdal. Provisions should be taken from Kongsberg, and when ladies are of the party, plenty of wraps for the water-passage on the lake, which usually takes about 5 or 6 hours if the wind be tolerably favourable. To see the Riukan-fos, and ascend the Gousta Fjeld to advantage, 5 days should be allowed for the journey from Kongsberg and back there, but it may be done in 4. In making this excursion, it is essential to send a Forbud, that no time may be lost in waiting for horses or boats, and that the best accommodations may be prepared at the stations, which are miserably poor.

Second road, dist. 8¾ Norsk m., or 62 Eng. This is the most direct way for *men* to take, "and decidedly the best."—*W. West.* From Kongsberg, keeping up the river immediately beyond the Larbrö-fos, a by-way leads up the valley of *Jonsdal Elv*, by *Moen*, 1, to * *Bolkesjö*, 2. Moen is no longer a station, and horses must be taken from Kongsberg to Bolkesjö. At Bolkesjö, horses may be had, though it is discontinued as a station. There is tolerable accommodation here. From the hill above this station there is a fine view of the Gousta Fjeld and the mountains of Tellemarken. Thence *Kopstand i Gransherred*, 1¾; *Tinoset i Gransherred*, 1; *Aastoen i Hofvin*, 1½ by water on Tind Sjö. Agree at Tinoset for Skydts to Sanden; *Sanden i Mæl*, 2 by boat. From Sanden take Skydts to Dal, 1, or make an agreement to take you to Riukan and back.

Third road, dist. 10¼ Norsk m., or 72 Eng. From Kongsberg to Bolkesjö, as in the above way, 3 m. Thence to Folseland, 1½ (where there is decent accommodation to be had), and Tinoset, 1¼. Between these two places there is a ferry to be crossed. Leave carrioles there, and proceed, as in first road to Dal, and the Riukan-fos, 5½. From Bolkesjö, one can also take Skydts to Graver i Hovind, thence by boat across the lake to Sand, ¼ m. Graver, is a clean station. The scenery upon the Tind Sjö is mountainous and grand, and it abounds in waterfalls. Bears are at times found upon its banks, and the general shooting is well spoken of. The difference of level between this lake and that of the Mjös Vand, just above the Riukan-fos, is 1275 ft., which the River Maan therefore descends in the short distance between these two lakes.

A steamer on Tind Sjö in summer.

Dal.—The accommodation here is improved, and is the best to be obtained near the Riukan-fos. At Ingolfslund, 1 Eng. m. nearer the fall, it is wretched in the extreme. Dal is therefore the only place to rest at while visiting the grand scenery about here, and where horses and guides, both for the fall and also for the Gousta Fjeld, may be obtained. Mosquitoes abound near the Riukan-fos, therefore it is better to be provided with veils.

The *Riukan-fos.*—"About 5 Eng. m. beyond Dal, the path contracts, so as no longer to admit a road by the side of the river, and we began to ascend. Above us were heights and streams roaring down from them; below, the *Maan* foaming over the rocks. Many a waterfall did we pass this day which in other places would have been a theme of wonder, but was here without a name. At last we saw a light cloud of vapour resting on the side of the hill. The atmosphere around was clear, but it remained stedfast like the spirit of the waters; this was the Riukan (Reeking), or smoking. We left our horses at a small plot of ground, which afforded room for two or three sheds, and then had more than a mile to go on foot along a goat's track, for the valley had now become nothing more than a great cleft in the rock. We crept forward, however, sometimes on a narrow ledge of the bare slate, nearly perpendicular; at others, clinging to the bushes of birch and fir, till the falling river opened upon us. It comes from the distance tumbling down a slope, and distorted by the rocks that oppose it, till it reaches the spot where they separate, and shoots into the depths below. It appears as fine and fleecy as white wool or cotton; and though the vapour obscures everything near it, yet in looking over the cliff you can discern shoots of foam at the bottom like rockets of water radiating in every direction. A low sound and vibration appear to come from beneath one's feet. As I hung half giddy on the steep, and turned my eyes opposite to the mountain mass that breasted me, its black sides seemingly within a stone's throw, and its snowy head far in the clouds above, my thoughts involuntarily turned to Him at whose bidding it upsprung. I long gazed upon this wonderful scene, which seemed like the end of the world. It still floats before me like a dream."—*Everest's* 'Norway,' p. 30.

Estimates of the height of the Riukan-fos are various; the most probable is about 600 ft. The body of water is very great; greater than that of the Vöring-fos.

"There is a legend connected with this fall. It is called 'the Marie Stigen'—that path over the mountain, on the brink of the precipice of the Riukan, which even at this day the traveller treads with fear, and which was discovered by a young maiden strong in the courage of love. It was by this path that the beautiful Marie of Westfjordalen went with light and fearless step to meet the friend of her childhood, Ejstein Halfoordsen. But the avarice of her father separated them, and Mary's tears and prayers prevailed upon her lover to fly, to escape the plot formed by a treacherous rival against his life. Years passed, and Mary was firm in her constancy. Her father died; Ejstein had, by his valour and nobleness, made his former enemy his friend; and after their long separation the lovers were to meet again never to be separated. Ejstein hastened by the shortest way, the Marie-Stigen, to meet his beloved. Long had she watched for him. She saw him coming, and his name burst from her with a joyful cry. He saw, and rushed to meet her, but fell, and the Riukan whirled him into its foaming depths. For many years after this, a pale form, in whose beautiful eyes a quiet madness spoke, wandered daily on the Marie Stigen, and seemed to talk with some one in the abyss below. There she went, till a merciful voice summoned her to joy and rest in the arms of her beloved."—*Frederica Bremer's* 'Strife and Peace.'

The *Gousta Fjeld* may also be conveniently ascended from Dal; and it is well worth while to devote a day (10 hrs.) to the expedition, which is very enjoyable. The summit is of a

singular wedge-like form, the highest point being 5688 ft. The view from this mountain is of enormous extent, particularly towards the E., where the eye ranges over the magnificent district of Ringeriget, as far as Krogkleven, on the Bergen road, Rte. 21, a distance of 70 Eng. m.

From Dal to Kongsberg.

If returning to Kongsberg, there are two roads by which the route can be varied. First, by taking the horse-track, which leads from Dal up the l. bank of the Maan, through Ingolfslund, and Vaa, to Holvik, at the foot of the Mjös Vand; and from there crossing the Maan, and taking another horse-track through the mountains (a long stage of about 2½ m.), to *Foseim*, and entering the road to Kongsberg, near *Mælandsmo*, 7 m. from Kongsberg. By this way from Dal to Kongsberg is about 14 m. The *second* is by another horse-track, which crosses the Maan between Dal and Ingolfslund, passes along the foot of the Gousta Fjeld, and then to the E. of several small lakes, through Böen and Oystul, down the valley of the *Skangs Elv*, and entering the road to Kongsberg at the *Mossebo* Stat., dist. 5½ m. from Kongsberg (see this Rte.). By this way it is about 11 m. from Dal to Kongsberg.

Dal to Bergen.

For those who choose this route, it is best to sleep at Raaland, on the Totak Vand.

From Dal there is a horse-track up the valley to Holvik, across the Maan, and along the end of the S. branch of the *Mjös Vand* to Gaardsjord, thence across the *Totak Vand* (a lake 15 m. long, and from 1 to 6 m. wide, not remarkable for scenery) to Kosthveit, and entering this route at *Jamsgaard*, 18 m. from Kongsberg or it is possible to get a boat on the Totak Vand, and proceed up to its head at Ödegaarden, which is about 1 m. from Gugaarden, 3 m. farther to the W. on this road to Bergen. But this route must only be attempted by pedestrians, and they must expect to rough it. It requires two long days to go from Dal to Gugaarden by this route; bad quarters are to be expected, and there is sometimes a difficulty in getting a horse or horses necessary to carry the knapsacks, provisions, &c. In crossing from Holvik to the other branch of the Mjös Vand, the track leads over the shoulder of Bosnuten, from the top of which there is one of the most extensive views in Norway. The horizon on the W. and N.W. is bounded by the wall of the Hardanger Fjeld: in the foreground the lovely Mjös Vand winds N.W. into the heart of the mountains; while to the S. a line of peaks extends from Lie Fjeld, on the E., to the hills beyond Vinje, on the W. By this route the pedestrian will, perhaps, see more of the real character of the wilds of Tellemarken than by following the regular track from Kongsberg to Jamsgaard; but he must be prepared for much discomfort, and, further, he will miss the ch. of Hitterdal, though, if he intend to visit the Fille-Fjeld, he may see one of the same character at Borgund. Some time is saved also by not returning to Kongsberg. From Dal to Jamsgaard is about 6½ m.

The *Riukan to the Vöring-fos.*

Those desirous of going the most direct way to Bergen from the Riukan-fos can take the Vöring-fos *en route*. In a direct line it lies about 9 m. N.W. of the Riukan-fos; but the country is so mountainous, and the track consequently so circuitous, that by the following way it is fully 17 N. m., or 119 Eng. The best route, though the longest, is to

follow the route from Dal to Bergen (see above).

Let those who take it beware of attempting short cuts, unless so advised by their guide; nothing is more deceptive or dangerous in such a tract and country as this is. After leaving the Tind Sjö, there are no regular stations all the way to the Vöring-fos, and the distances between those places where *any* food or shelter is to be obtained are very long; and when such places are arrived at, the accommodations are miserable. It is therefore essential to take food for this journey, and it should only be attempted on horseback. The way from Dal is down the valley of the Maan to the Tind Sjö, and across it to Sjöthveit; or turning off at Mæl near the lake, and keeping round the W. end of it to Mareim, near the village of Tind, and then continuing round the lake to Sjöthveit. From here the track leads through Luraas to Skaalebö up the valley of the *Osboigd Elv*. Continuing from Skaalebö, the track crosses the mountains of the *Tessung Fjeld* into the wild valley of the *Björnedals Elv*, on entering which, at Björkeflaaten, our track turns up the valley, and keeps to the W. through Flaaten, and across high tableland, barren and desolate, to Nybu, a short distance N. of the *Haarteigen* mountain, 5700 ft. high. From Nybu the track keeps to the N.W. through Maursæt to the *Vöring-fos*. For description, see Rte. 21.

As this way is very seldom traversed, even by the natives, great care should be taken not to start without a guide who is well acquainted with it. And it should not be attempted except in summer, as the habitations are so wide apart that it would be highly dangerous to be caught in a snow-storm. When snow is upon the ground, the tracks are exceedingly difficult to distinguish, even by the most experienced guides, and wolves become very daring. Above all, let those who value their safety in this vast and desert region beware how they attempt to traverse it without *local* guides. Mr. Forester and Captain Biddulph are among the few who have crossed this part of the fjeld, but by a slightly different route. They seem to have taken their departure from the head of Mjös Vand, shaped their course N.N.W. to Normands-Laagen, a desolate lake, near which the highest point seems to have been reached, where the streams began to flow westwards towards Hardanger. They followed one of these down to Eidfjord. This was in 1849. They published an account of their tour on their return, *Forester's* 'Norway in 1848 and 1849.' Their route was as follows:—From Dal to Vaagen on the *Mjös Vand*, 4 m.; Kevenna, a farm at the foot of the Hardanger Fjeld, 4 m.; Laagen Vand, 6 m.; Sæbö, in Eidfjord, 5 m.; The Vöring-fos is about 1 m. E. of Sæbö.

The *direct Route to Bergen continued.*—From Kongsberg a road leads down the valley of the Lauven to *Laurvig*, and other towns upon the Christiania Fjord. See Rte. 25. Our road keeps along the rt. bank of the river for some distance, and then turns off to the W. up the valley of the *Kaaberbergs Elv*. This is a long and very hilly stage. About halfway upon it the Tellemarken District is entered, alike famous for its wildness, its poverty, and the picturesque costume and appearance of the peasants, who, with the interiors of their smoke-dried houses, afford a great variety of subjects for the pencil.

† *Tinnæs i Hitterdal*, 2½; pay 3¼; and rest 1 hr. at Jerngruben. Tinnæs is no longer a station. See above for stage and distance from Kongsberg to Lysthuus. A short distance from hence a road is passed on the l., which leads S.E. to the town of *Skien* (see p. 105). The stream

from the Tind Sjö is then crossed, which makes some picturesque falls near the road; and the *Hitterdals Vand* is seen upon the l.

* † *Lysthuus i Hitterdal*, ¼. Tolerable accommodation. Besides that at the stat. there is a very clean and comfortable house kept by Jomfru Holst. It is on the rt. of the road, about half a mile before coming to *Hitterdal Ch.* It is a lovely spot. From hence a by-road leads N. to Bamleköse, 1, and Tinoset, 2. This is the water station at the foot of the Tind Sjö, on the way to the Riukan-fos. From Lysthuus our road keeps W. up the lovely mountain valley, Hitterdal, beside the *Hjerdals Elv.* The village of Hitterdal is a short distance from Sæm, on this stage. Examine its most ancient and interesting wooden ch. It is one of the oldest in Norway, and of the same period and style as that at Borgund, on the Bergen road, Rte. 21; and like that it is included in Professor Dahl's work of the ancient Norwegian churches. Mr. Fergusson, in his 'Illustrated Handbook of Architecture,' after regretting the destruction of the wooden churches of Saxon and Norman times, says:—"The largest of these now in Norway is that of Hitterdal. It is 84 ft. long, by 57 across. Its plan is that usual in churches of the age, except that it has a gallery all round on the outside. Its external appearance is very remarkable. It is more like a Chinese pagoda, or some strange creation of the South-Sea Islanders, than the sober production of the same people who built the bold and massive round Gothic edifices of the same age." Mr. Fergusson suggests that the panels may once have been adorned by Runic carving, which, as they decayed, have been replaced by plain timbers, detracting much, of course, from its original appearance.

† *Mossebö*, 1¾. The road still continues up this wild and picturesque valley, with the torrent on the l. all the way to the next stat. About ½ m. beyond Bamble, the old stat. ¾ m. from Lysthuus, another by-road is passed on the rt., which leads to Tinoset on the Tind Sjö; and still farther on another branch of the same road is also passed. The *Skangs Elv* crosses the road on this stage.

From Mossebö hence a horse-track leads N. to the Gousta Fjeld, and Riukan-fos. Our route still keeps up Hitterdalen.

† *Nordre Skeie i Hjertdal*, 1¼. A fair stat. The scenery throughout this stage is magnificent; the isolated mountain masses give a peculiar charm to the landscape. A short distance onwards the road crosses the Hjerdals Elv, and then turns S.; soon crosses the *Svarte Elv*, and, after a very hilly stage, descends into the valley of the *Flodals Elv*, near the *Flad Sjö.*

† *Noordgaarden i Sillejord*, 2⅜. A good stat. at Landsman Ulsers. This place is in the heart of the Tellemarken. "The women of this district wear a red jacket, a black skirt, trimmed at the bottom with yellow, and a short vest, fastened by a ceinture where the jacket ends, and hanging in loose plaits for some inches below. A coloured handkerchief, tied round the head, floats in the air behind. The sides of the stockings are prettily worked, and the shoes are ornamented with large buckles, or star-shaped pieces of leather. The costume of the men is something like that in which Charles XII. is drawn, or that of the combatants in Spanish bull-fights:—a short jacket of some decided colour; a waistcoat striped, and very gaudy; dark breeches, with a streak of red running down both sides, and across the front; worsted stockings, well worked; broad embroidered gaiters; large knee-buckles, and shoes embroidered like the women's. Both sexes wear a profusion of silver lace

and trinkets upon their persons." —*Elliott's* 'Letters from the North of Europe.'

From Nordgaarden there is a road S.E. to the town of Skien, in Rte. 24. From Nordgaarden one can also go through Nissedal to Arendal; to † *Moen i Hvideseid*, 1¾; *Lönnemoen i Vraadal*, 1½; † *Bakken*, 2; † *Tvedtsund i Nissedal*, 2; *Oi*, 1¾; *Fosser*, 1⅜; *Simonstad*, 1⅛; *Mosberg*, ⅞; † *Ubergmoen*, ¾; *Brække*, 1⅛; *Arendal*, 1⅛. On leaving Nordgaarden, our road again keeps S.W. up a steep valley, with a torrent on the l., and then across the N. end of the *Broke Fjeld*, descending the mountains near the head of the *Rör Fjord*. From Nordgaarden there is a road to the Bandags Vand to † *Moen*, 1⅜; where the steamer on the lake touches. The days from Dal are Monday, Wednesday, and Saturday, reaching Strængen in about 6 hrs.; the boat returns on Tuesday, Wednesday, and Saturday, corresponding with the boats on the Nord Sjö. The bear and wolf are met with here at times, and a considerable variety of winged game. The *Beaver* still exists, but there is a penalty for killing it. The lakes about here are large and numerous, and the trout fine and abundant.

Berge i Brunkeberg, 1¾. Another very hilly stage leads across a range of mountains S.W. to the village of Hoidalsmo, where it again keeps W. to

† *Mogen i Hoidalsmo*, 1¼, now a fast stat.; it has a clean bedroom.

Excursions to Copper-Mines near Valle.—From Ofte a road leads S. to Tvisæt, 1¼, on the magnificent Bandags Vand. The view from Tvisæt is splendid. Close by on the W. is the ch. of Laurdal. From hence crossing to the S. bank of the Vand to Bandagslid the road continues over uninteresting country to Lillestuen, 3 m., and Moland on Tyris Vand. Accommodation bad, and horses are difficult to procure on this road. From Lillestuen there is a road to Arendal on Rte. 24. A horse-track also turns off to the W., and crosses the mountains to Sætersdal, which it enters a little to the N. of Valle, in the neighbourhood of which are some copper-mines. By this route in fine weather, some beautiful views are obtained of the wild mountains of Sætersdal and Vutnedal. From Valle a station road runs S. through splendid scenery to the large seaport town of Christiansand, Rte. 24. From Valle another track leads along the bank of the beautiful Otter River, passing the Ros Vand on the l., through Bykle, and up Vattendalen to Suledals Vand, which is crossed to Gautetun, and our road to Bergen is reached at the Röldal Stat. This excursion from Mogen to Röldal is about 23 m. From Valle to Bykle the track crosses the celebrated Byklestigen (the Ladder of Bykle), a path formed by logs of wood driven into the rock, and covered with sand. Here the ascent of the Hardanger range commences, but is very gradual.

The *direct Road to Bergen continued.*—From Mogen a horse-track leads N. to the Totak Vand and the Riukan-fos. Proceeding to Bergen, our road passes over a steep mountain to

Sundeli i Vinje, 1¼. From hence another track leads N. to the Totak Vand. Crossing the stream from that lake, the road keeps up a steep valley past *Vinje Vand* to

Jamsgaard, 1½. The accommodation is not very good, but the station is apparently better than those preceding and following it. Here a track between the Borts Vand on the S.W., and the Totak Vand and Riukan-fos on the N.E., crosses. To the W. another track leads towards the Bukn Fjord, on the sea-coast, and the town of Stavanger in Rte. 24. On leaving Jamsgaard, the road leads up a steep and grand mountain valley of the Hardanger range, and the stage ends at the *Grunge Elv*.

Tofsland, 1⅝. The *Tvete Vand* is passed on this stage, and the scenery becomes more and more wild, desolate, and mountainous. The *Venemæ Elv* is crossed near

Midtvedt i Haukelid, 1⅛, at the foot of the Houglifjeld. Here the post-road ends, and the route is no longer practicable for a carriole. A post-road is being continued from Midtvedt over to Röldal, but it gets on but slowly, and it may be still six or seven years before it is completed. It should be remarked that in Norway the name "Hardanger Fjeld" is not known. Hardanger, like Tellemarken, is the name of a district, viz. that tract lying along the E. bank of the Sör Fjord. A track between the Suledals Vand on the W. and the head of the Mjös Vand on the N.E. crosses here. 1½ Norwegian miles beyond Midtvedt i Haukelid, over the fjeld, there is a small place, or gaard, called Botnen, where good country quarters may be obtained, and where it is well to arrange to pass the night. Thence it is a long day's walk to Röldal.

The boundary of Tellemarken is passed near the mountain of the *Solfond Nup*, which is seen close upon the N., and the plateau of

The *Houglifjeld* is attained. After crossing this plateau, the road rapidly descends into Röldalen, and the stage ends by the lake of that name. The scenery upon this stage is of the wildest character, affording much to admire.

Horre i Röldal, 6; tolerable accommodation at Landsman Juvets. From hence, and also a short distance N., there are bridle-tracks, S.W. to the Hyls Fjord, and on to *Vigedalsören*, where the high-road is entered between Stavanger and Bergen, Rte. 24. The distance from Röldal to Vigedalsören is about 10 m.

Soon after leaving Röldal, our route leads N. by a steep ascent, and after crossing the ridge, on passing a small lake, the road enters the deep picturesque valley down which its waters flow.

Seljestad, 2. The post-road from hence keeps down the valley of Grönsdal all the rest of the way to the Sör Fjord. *Skare*, 1 m. From a considerable distance above Seljestad there is now a good post-road to Hildal. It is so much as is finished of the road above mentioned which is to unite Upper Tellemarken and Hardanger. It forms also part of the road which is intended to be completed between Hardanger and Christiansand.

* *Hildal*, 1. From hence the track keeps by the W. bank of the *Sandven Vand* (or the lake may be crossed in a boat, ¾ m., which will save some time), and, passing through the *Village of Odde*, reaches the water station at the head of that splendid arm of the Hardanger, the *Sör Fjord*. The scenery all the way from Röldal here along the deep valley of Grönsdal is of the grandest description, the vast range of the Folge-fond lying on the W., and that of the Hardanger on the E.

* *Bustethun i Odde*, 1. Hence there are *steamers* during June and July to Bergen. To Stavanger (*vide* Time Tables). *Odde* will be found good head-quarters for several days, being advantageously situated for EXCURSIONS to

(*a.*) The *Glacier of the Folge-fond*.—The highest point is between Sauge and Regne Nuten, and is estimated by Professor Esmark to be upwards of 5000 feet above the level of the sea. See Rte. 21. From hence in clear weather the view is glorious over the Hardanger Fjord and range of mountains to the E. Instead of returning to Odde, the traveller can proceed from Bondhuus on the W. side of the glacier down the fjord to the fertile barony of Rosendal, a smiling oasis in the midst of stupendous and barren mountains. It lies to the S.W. near the bank of the Hardanger

Fjord. "But if the traveller does return to Odde, instead of following the same route by which he ascended, it is far more interesting to make a short circuit and descend by the glacier of Buer. The view of this glacier and of the valley into which it pours, as seen from the brow of the steep grass slopes by which the descent is made, is very fine, and even Alpine in character."—*A. M.*

On quitting Rosendal, and going on to Sandvik, 1 m. S., tourists can there embark, and proceed up the fjord to Vikör on the N.W. bank, visit the *Östud-fos*, and go on to Bergen through Steindalen and Haalanddal. See Rte. 21.

(*b.*) The *Hardanger Fjord;* see also Rte. 21. Procure some provision before starting on these long water stages, and a bottle of brandy for the men will facilitate matters.

(*c.*) "The expedition to *Ringedals-fos*, often called the *Skjæggedal-fos*, should on no account be omitted. It is the 'best excursion from Odde and one of the grandest in Norway.' It will occupy from 12 to 14 hrs. to go and return. Taking boat at Odde, you row up the fjord about 4 m. (2 hrs.) to the entrance of the glen from which the stream of the Skjæggedal, in the opening of which is the hamlet Tyssedal, issues out, and ascend the steep bank on *rt.* After a long climb, the path descends into the gorge by a rude ladder of wooden steps, and a small hamlet in a green meadow, bordering a lake, is reached. Crossing this lake in a boat, amidst the grandest scenery, a short row will bring you to the Fall. It is 2½ Norwegian miles from Odde; one mile of steep footpath, the rest water. The waterfall itself is a magnificent one. It is 600 to 700 ft. high above the lake, and descends into it barely grazing the rock, 'with a solid sound like the fall of a great avalanche.' Though not so high as the Vöring-fos, the body of water is larger, the scenery grander, and it can be approached quite close. 1½ hour of scrambling leads to another fall, called *Tysse Strengene*, a pair of falls descending into the same chasm. Jacob the farmer will serve as guide. It is a rough scrambling ascent, over rock, to reach them."—*A. M.*

From *Odde* the scenery down the Sör Fjord is grand in the extreme. The valleys leading from it to the E. abound in fine scenery and picturesque waterfalls. From *Bustethun i Odde* to

Lofthuus i Ullensvang, 2¾; good station. On the E. bank from hence the Vöring-fos may be visited, by proceeding to † Vik, 2¾, up the Eidfjord (*Inn*, not good). See Vossevangen, Rte. 21.

Continuing down the fjord from Helleland, the next station is

* *Utne*, 1½, on the W. bank. From *Utne* to † *Vik* is 2 m.; and from *Utne* to † *Hagestad* in Ulvik, 1½; and from *Utne* to *Eide i Graven*, 3 m. From thence, rounding the N.E. foot of the Folge-fond, the Hardanger Fjord is entered; the scenery continues of grand Alpine character to

Vikör, 2½, on the N.W. bank of the Hardanger Fjord. Near Norheimsund Stat., 2½ Eng. m. beyond this, is the *Östud-fos* (see Rte. 21), which for its height, 150 ft., is perhaps the most picturesque of all the Norwegian falls. From Vikör to

Jondal, beautifully situated, but very dirty. The Glacier of Jondal is 14 Eng. m. off.

Jondalsören, 1, across the fjord; from here the Glacier of the Folgefond may be ascended; or farther down the same side of the fjord at Bondhuus. From Jondalsören down the fjord the scenery continues most grand, and abounds in waterfalls.

Gjermundshavn, 2.

Huse, 1¼, on the high-road from Stavanger to Bergen, Rte. 24, and only 7 m. from the latter.

ROUTE 24.

CHRISTIANIA TO HAMMERFEST AND THE NORTH CAPE ROUND THE COAST BY LAND.

Distances.

	Norsk.	English.
Christiania to Christiansand	32⅜	or 227
Christiansand to Stavenger	25⅜	„ 177
Stavanger to Bergen	18⅞	„ 133
Bergen to Molde	39⅜	„ 275
Molde to Trondhjem	20½	„ 143
Trondhjem to the Namsen	18¾	„ 132
The Namsen to Hammerfest	83⅜	„ 584
Hammerfest to the North Cape	13	„ 91
Totals	251⅝	„ 1762

There is steam communication every week between Christiania and Hammerfest, and this route is little used, except over small portions, where the traveller may wish to disembark from the steamer, and rejoin it again at some other point. The descriptions of the towns are therefore for the most part given in Rte. 25.

The only carriage to be taken upon this route is the carriole, and even that it would be better to sell at Stavanger if it be intended to pass any time in exploring the scenery upon the Hardanger or Sogne Fjords. When required, another can easily be purchased, either in Bergen or elsewhere. The carriole can be taken in almost any boat, but of course entails additional trouble and expense.

With the exception of those on the E. side of the Christiania Fjord, this route comprises almost all the towns in Norway, and consequently is of much importance to those who may be travelling for commercial objects.

The water-stages are numerous, and often very long. Most of the stations upon them are good, particularly N. of Trondhjem; but meat and white bread can but seldom be obtained, except in the towns. The tourist should therefore, if possible, never be without a small supply of provisions—such is the custom of the country. For the water-stages a keg of water, with a drinking-cup, waterproof cape, or coat, and stout boots, are essential to comfort. A bottle of brandy and some tobacco, as presents to the men occasionally, are also advisable.

When sailing, never allow the sheet to be fixed, but always see that it is kept well *in hand*, as squalls from the mountains are frequent, and at times very dangerous, if this be not most strictly attended to. A good supply of *small* money must not be forgotten.

From the town of Frederiksværn to that of Ekersund, and again from the town of Stavanger to the N. Cape (with very few exceptions), there are regular water-stations all the way; so that those who desire it may make almost the whole journey in boats. Nearly the whole length of coast from S. to N. is protected by a reef of islands, and it is between them and the mainland that the water-stages usually run; the sea being there quite still, however rough it may be outside. Some of these islands are large, and contain red deer. Occasionally a bear may be met with. Quantities of wild fowl frequent most of them, particularly N. of Trondhjem.

Christiania to Christiansand. Dist. 32⅜ Norsk miles, or 227 Eng. From Christiania to *Drammen*, as in Rte. 23, dist. 4 miles. There are two post-stations in Drammen; one

on the E. side (Bragenæs) and one on the W. (Stromsö), where horses can be ordered.

† *Östre i Sande*, 1. An excellent new road.

†*Revaa i Sande*, ⅞. Good level road. Hence to *Eidsfos Ironworks*, 1 m. From Revaa one can go to *Skien* thus: to *Fogstad i Hoff*, 1¼; *Schjerven i Laurdal*, 1⅛; *Hole i Laurdal*, ¾; *Hanevold i Laurdal*, 1½; *Övrebö i Slemdal* (no longer a station), 1½; and to *Skien*, 1½.

T. † *Grefsröd*, 1⅜. Hotel, Madame Becker's, well spoken of. This small town is chiefly supported by shipbuilding. The rocks overhanging the water here are particularly fine; and the birch, beautifully intermingled with the dark fir, gives an agreeable variety to the foliage. From Holmestrand a road goes to Kongsberg thus: to *Fogstad*, 1½; *Goveröd*, ½; *Tveten*, 1¼; *Vinæs*, ⅝; *Volden*, 1; *Kongsberg*, 1¼. [From Holmestrand a road diverges to Snelvig and Dröbak. The stations are—† *Ödegaarden*, ½ m. by water; † *Svelvig*, 1⅜, hillystage; † *Klokkerstuen*, ⅜; *Dröbak*, 1½; crossing the fjord from *Slottet i Hurum*. It is, however, far better to go by water to all these places on the fjord by steamer, wherever possible.]

Excursion to Horten. From Holmestrand a road to the E. leads by † *Bruseröd*, ⅝, and † *Horten*, 1¼. For description, see Rte. 25.

From Horten there is a road which joins our route at Fyldpaa by Kjær, 1⅛. Fyldpaa, ¾. Close to Borre Church, between Horten and Kjær, there are several tumuli, dating probably from the period when there was a royal residence there.

Direct Route to the North Cape continued from Holmestrand.

† *Solleröd i Undrumsdal*, 1¼. Rather hilly on leaving Holmestrand.

* † *Fyldpaa i Sæm*, ¾. From hence a road S.E. leads to *Tönsberg*, ½ m. This town is beautifully situated, facing S.W., at the head of a small fjord, and, though now of little note, was formerly one of the largest in Norway, and indeed for a long period was the only town in the southern division of the kingdom. Previous to the Calmar Union, it possessed 10 churches and monasteries, and a fortified castle called Tönsberghuus.

In the year 1536 it was totally destroyed by fire, and since that period it has been unable to recover its former importance. Of its 10 churches but 1 remains, and scarcely any traces exist of the site of the castle. About half an English mile from Tönsberg is "Jarlsberg," the seat of the Counts Wedel Jarlsberg. It was formerly the property of Count Griffenfeld (Schumacher), the favourite but unpopular minister of Frederik III., who, after long basking in the sunshine of royal favour, was exiled for a period of 18 years to the dreary fortress of Munkholm in the Trondhjem Fjord. The *Vallö Salt Works* are upon the Christiania Fjord, ½ m. from Tönsberg; the steamers for the capital and the districts to the E. and W. call there.

† *Sörby i Stokke*, ⅞. From this place to Tönsberg, 1⅛ m.

† *Haukeröd i Sandherred*, 1. On the S. of this place, ¼ m. dist., is the little town of *Sandefjord*, which is situated at the head of a deep bay, and has lately risen into the dignity of a bathing-place, being much resorted to during the summer by the inhabitants of Christiania. It is well spoken of for rheumatic complaints.

T. * † Laurvig, 1½. There are two respectable hotels here. For description, see Rte. 25. From Laurvig a road goes to Kongsberg thus: to *Gjone*, 1½; *Odberg*, 1⅛; *Hanevold*, 1; *Hole*, 1¼; *Skjerven*, ¾; *Tveten*, 1¼; See under Holmestrand.

[The town of *Frederiksværn* is ⅝ of a mile from Laurvig on the S. *Inns* wretched. This place is a station for the royal fleet, and the seat of the Naval Academy. Many naval

officers, with their families, reside here, which makes the society pleasant. "The hills about this town might well make any one a mineralogist. The beautiful crystals of iridescent feldspar that shine in them are seen at a distance of several yards."—*Everest's* 'Norway,' p. 23. The view of the town from the water is very picturesque.]

Route to the North Cape, continued from Laurvig.—The formation of the coast here renders a considerable detour requisite in this land route. Those who wish to proceed at once to the westward may save some hours and several miles by taking horses to Helgeraaen, 1½, from thence proceed by boat across the fjord to *Langesund*, ¾, and there again take horses to Udgaarden, 1¼. Steamers run from Langesund to Skien, calling at Brevig, and Porsgrund. The next station is at

Solum i Brunlanæs, 1. Good road from Laurvig.

† *Lanner i Eidanger*, ⅞. From Lanner a road to the N.W. leads into the Bergen road, Rte. 23, through the town of T. † *Porsgrund*, ⅝ m. It is a place of some trade, and contains two small churches. The Amtmand (principal civil officer) of the province resides here. On the N.W. of Porsgrund, and on the way to the Bergen road, likewise the town of Skien, ¾. This is the largest town in the province of Bratsberg, and one of the most ancient cities in Norway; the church is a respectable brick building; there are several sawmills in the town, and a considerable export trade to England and France is carried on. Between Porsgrund and Skien are the ruins of an old Catholic chapel.

From Skien the road passes along the S. side of the Nord Sjö, at the head of which the road divides; the rt. runs through a splendid pine forest, and enters Rte. 23 near the Tinnæs Stat., on the way to the celebrated Riukan-fos, or the town of Kongsberg, distant 10⅛ m. from Skien; the l. enters the same route on the way to Bergen at the Nordgaarden Stat. on the Sillejord Vand. See Rte. 23.

A *steamer* runs from Fjærstrand at the S. end of Nord Sjö to the N. end of Hitterdals Vand, near Tangen, Rte. 23. There is *another steamer* on Bandags Vand. The scenery upon the upper part of the Nord Sjö is grand, and the costume and dwellings of the peasants, in that wild part of Tellemarken, are highly picturesque. The fishing and general shooting to be had in Tellemarken are also well spoken of. The trout and other fish are fine and plentiful in the lakes and streams which abound in this district; and the bear, wolf, and a variety of winged game are said to be numerous in the mountains. Some of the peasants are capital shots; they generally use only the rifle; bore very small.

Route to the North Cape, continued from Lanner.

T. † BREVIG, or *Stathelle*, 1½. A hilly stage from Lanner. This is a small town built on the point of a promontory in the Langesund Fjord. It contains about 2000 inhab. The scenery about here is bold and fine. On leaving this place, the fjord is crossed by a ferry of about ½ an Eng. m. to the little town of *Stathelle*, from whence a road leads to the small town of *Langesund* at the mouth of the fjord, distant ½ m. From Stathelle the stage continues to

† *Rönholt i Bamble*, 1½, a very hilly and heavy stage from Stathelle. From Rönholt one can go to T. Krageröe thus: to *Brevigstrand*, ½ m. by land, and 2 m. by water; the boat should be ordered to meet at Udgaard. Krageröe is a small place, famous for the goodness of its oysters. Near here, in the island of Langöe, there are some iron-mines.

† *Tyvand* and *Hægland i Sanikedal*, 3. A very hilly stage from Rönholt. Hence to Krageröe is 1¾ m.

† *Holte i Gjerestad*, 1¾. Ascent for half of this stage, the rest descent. From hence the small lake of *Gerrestad* is crossed near the Osteriisöer ironworks.

† *Röd i Gjerestad*, 1½, pay for 1⅜. Now a tolerably level road; there is a bridge over Holtsund. Close here a road to the E. leads to the town of * *Osterriisöer*, 1½, pay for 2, or 1 m. by water all the way. This is a small place, and only known as one of the many harbours of refuge on this coast. Continuing from Röd, the next stat. is

Lunde i Holt, 1¼, pay for 1⅜. The first part of the road from Röd is very hilly. At Næs, ½ m. W. of this, there are the most valuable iron-mines in the country. And on the coast, ⅞ m. S., is the town of *Tvedestrand*, a little place, from whence iron is shipped, which is produced at Næs, ½ m. From Angelstad to Ubergmoen 1 m., from whence one can proceed to Övre Tellemarken (see Index). Continuing from Angelstad, the next stat. is

† *Brælcke i Östre Möland*, 1⅝.

† *Blödekjær*, 1½. Hence a road goes to T. ARENDAL, 1 m. See Rte. 25.

Nersteen i Öiestad, ⅞. This is only ⅛ of a m. from Arendal.

Bringsværd i Fjære, ½. A short distance from hence a road leads S. to the coast at the small town of *Grimstad*, ½ m. It has little foreign trade, and is chiefly supported by shipbuilding. Continuing from Bringsværd, the next stat. is

Landvig, ¾. From hence to Grimstad it is also ½ m. by another road E.

† T. *Lillesand*, 1⅝. This place is beautifully situated upon the coast and sheltered from every wind. It was formerly a town of some importance, but is now one of the smallest in Norway, all its trade having been removed to the neighbouring towns of Arendal and Christiansand. There is a good inn kept by Jomfru Guldbrandsen. A short distance from the road, between Tingsaker and this town, on the l., is Moland Ch., where there is a lofty Runic stone. Continuing from Tingsaker, our route quits the coast, and runs inland to

Tvede i Birkenæs, 1½. An excellent road from Lillesand.

Aabel i Birkenæs, ⅝, pay for ¾. Near here the *Topdals Elv* is crossed. It was here that Mr. T. W. Lassels, of Liverpool, killed 216 salmon, and rose 465, as related in his published account, between 30th June and 19th July, 1841, weighing 2145 lbs., the largest being 30 lbs. "Salmon go up to Boen Foss. It abounds with fish, but they are generally of small size." —*Sport in Norway.* The artist will find ample occupation on its banks.

From *Aabel* to *Knarrestad*, ½, whence in summer one can go by steamer to Christiansand.

From Aabel the river is crossed by a new bridge, and the road winds round the Topdals Fjord to

† *Kostöl i Tved*, 1⅜.

T. CHRISTIANSAND, 1⅛. *Inns:* Ernst's Hotel, good; Britannia Hotel, and Scandinavia Hotel. For description of Christiansand, see Rte. 25.

Excursions.—*a.* 3 m. up the Torrisdals Elv there is a fine fall, *Hel-fos.* The road is along the bank of the river through a grand pass; and the salmon-fishing near Hel-fos is well spoken of. "The fishing on this river belongs to a gentleman who will probably give leave. A small payment will have to be made. Good fishing at Vigland, where there is an excellent station."—*Sport in Norway.*

b. To the *Vigland-fos.*—"On the Otter River, about 10 m. from Christiansand, a mixed rapid and cataract. The adjacent country is fine, and the drive thither, through pretty scenery giving an excellent idea of the S. Norwegian landscape. The Otter is a noble stream, expanding some miles above Vigland into a fine lake. On the river itself are large saw-mills, belonging to a Swiss gentleman, Mr. Wildt. In South Norway the entire absence of pines of respectable age

or size strikes the traveller, but the Miltonian pine, fitted to be the 'mast' of some great admiral, is awanting: they are said to be found in great number and beauty about 90 m. up the river."—*G. P.*

c. To the *Hardanger Fjord.*—From Christiansand the most direct road to this magnificent fjord is through some of the most beautiful scenery in the S. of Norway. But this route must not be taken excepting by those capable, as well as willing, to incur much fatigue and the roughest accommodation at the station-houses, most of which are miserably poor. The road leads N. through Sætersdal by a succession of lakes and rivers, and passes numerous waterfalls and cascades. As carrioles can only be taken part of the way, that is, to Ryssestad, or Rige, it would be the best and cheapest plan to make the journey on horseback.

The distance to the Hardanger Fjord is 34 m.

The stations are from Christiansand to—

Sætersdal.
Mosby, 1 m.
Homsmoen, 1½.
Reiersdal, 1.
Hegeland, 1¼.
† *Daasnæs*, 2¼.
† *Senum*, 1¼.
† *Aakhuus*, 2⅛. } Only two reserved
† *Ose*, 1⅛. } horses kept.
Helle i Hillerstad, 2.
Aahre i Valle, 1¾.
Mostöl i Bykle, 3¼, horse-road.

Between Kile and Fennefos, on the Kile Fjord, 2½ m., and between Senum and Strömmen for Aakhuus, on the Byglands or Byklunds Fjord, 2½ m., *Steamers* ply in summer (see Tables).

A few years ago some copper-mines were being worked in Sætersdal, which are said to have been productive, and to have been discontinued solely on account of difficulties experienced in the reduction of the ores; at any rate, for want of unanimity and capital among the proprietors, the works were discontinued. If the wind is fair, a water Skydts on Kile Fjord or Bygland Fjord saves time. A level road, and uninteresting scenery, till Bygland; thence very fine. From Valle, a horse-path leads to the N.E., to Rte. 23, at *Ofte.* From Björneraa a horse-path leads to Bykle, 1½; Vatnedal, 2; Breivik, 1; Jordbrække in Suledal, 3; Gautetun, by land, ½, and by water, ½; Botten, 2; and Röldal, 1. Here Rte. 23 is joined. "It is said that ages ago, in the remote past, some Scotch families found their way into Sætersdal; and that in time they became so intermixed with the Sætersdal peasants that all indication of their foreign extraction became obliterated."—*Sport in Norway.* Bears are said to be numerous in Sætersdal, while game abounds.

Christiansand to Stavanger.

Dist. 26⅛ Norsk m., or about 180 Eng. "The first half of the road, as far as Oldestad (beyond the Eye or Eide Stat.), is of extraordinary beauty and interest. Here the great Scandinavian chain of mountains dips into the sea, and the road passes it by crossing the valleys and ridges at right angles. As the hills are very rocky, the valleys much interspersed with lakes and arms of the sea, and as the abundant wood is of a more varied character, owing to the milder climate, than is common in these northern regions, and as all the features of the landscape are of moderate size, there is an endless variety of the most pleasing objects, and the traveller journeys for 70 or 80 Eng. m. through a series of the most charming scenes of rock, wood, and water, which pass before his eyes with a rapidity of succession and prodigality of beauty that would perhaps be difficult to match in Europe.

"The latter half of the road is of a very different character, being for the most part over a wild dreary moor, with little of interest. About

Haar the road is actually taken over the sea-beach below the level of the high tides. Towards Stavanger every now and then may be seen one of those large unhewn upright stones which have given so much occupation to antiquaries."—*C. T. N.*

From *Christiansand*, hilly road, with the exception of the first ¼ of a m. Between Christiansand and the next stage the Sogne River is crossed, in which there is good fishing.

† *Lunde i Sogne*, 1⅜. Between this stage and Mandal you are ferried over the Trys Fjord.

† *Vatne i Holme*, 1⅜. Hilly road.

T. * † MANDAL, 1½. The river Mandal flows through the centre of this small town, which is of little note, excepting as a harbour of refuge. The salmon-fishing is spoken well of, and the shooting is also good, black game and woodcocks being abundant.

† *Vigeland i Valle*, 1½. Tolerable road.

† *Fahret i Lyngdal*, 2⅛. From this stage there is a good road to Farsund, 2 m.

Tjomsland i Lyngdal, 1. Between these you cross the bridge that has been thrown over the Lyngdals River, where the ferry formerly was. From this station to the N. a station-road leads up the picturesque valley of that river to the head of the *Lynge Vand*. There the station-road ends, but a horse-track continues N. over the mountains to Brokkebod, on the *Baads Vand;* there the track separates, leading to Valle in Sætersdal on the E., and to the head of Lyse Fjord on the W. The accommodations on this route are rude in the extreme, but it has great attractions for the angler and lover of wild mountainous scenery.

Rörvig i Fedde, 1⅛. Hilly road. Between this and Fedde you are ferried over Fedde Fjord, ¼ m., for which you pay a Sound due, and not the regular Skydts payment.

Fedde, ¼. The Qvinna flows into the fjord ½ m. N.E. of this place. It affords some good fishing, and fine mountain scenery. There is a station-road up the valley for 2½ m.

T. * *Flekkefjord*, 1½. Hilly road. A small town, containing about 3000 inhab., and carries on a considerable trade. The harbour is good. One can go by boat to this place from Fedde, 1½ m.

Sirnæs i Bakke, 1¾. Hilly road. About ⅛ m. from this station you cross a very pretty chain-bridge which has been thrown over the Seri River.

Nysted, or *Moi i Lande*, 1¼. Between Sirnæs and Moi one can go by water, ⅝ m. The road passes the so-called Tronaas. From Nysted there is a road to Soggendal, viz.:—*Midland*, 1¼; *Hauge*, 1¼; *Soggendal*, 1¼. From Hauge you can go to Egersund, viz.:—*Ougendal*, 1½; *Svanæs*, 1; and *Egersund*, 1.

Eye in Hæskestad, 1⅜. Good level road.

Refsland, ⅞. Ditto.

Svalestad i Helleland, ⅞. Good road. From Svalestad to Egersund it is 1¼ m. From Svalestad you can likewise go by the following road to Stavanger, viz.: † *Birkrim*, 1; † *Bue*, 1½; *Aalgaard*, 1½; † *Skeiene*, 1½; *Stavanger*, 1¼. This road, though shorter, is seldom used, as it is very indifferent.

Slettebö i Egersund, 1. Level, good road. From this station it is only ¼ m. to Egersund.

Hegrestad i Egersund, 1. Level, good road, with the exception of a few hills near Tegnsbrid.

Hölleland i Ogne, ⅝. Hilly road.

* *Haar i Varhoug*, 1. Level, good road. First-rate night-quarters.

Hobberstad i Varhoug, ⅝. Ditto.

Ree i Time, 1⅛. Ditto.

† *Skeiene i Höylands*, 1⅜. Ditto.

T. STAVANGER, 1¼. Ditto. 60⅛ from Christiania. Good *Inns* kept by Olsen and by Madame Jespersen, very comfortable;—charges 1½ sp.-d. a day. Stavanger is described in Rte. 25.

From Stavanger there are numerous excursions well worth the atten-

tion of the traveller. In addition to those exploring the minor branches of the Stavanger Fjord, and their various tributary streams (all having their falls and cascades), by taking boat from Stavanger to Holle, 4 m., and thence up the Lyse Fjord to its head at Lyse, about 4 m., a horse-path leads from thence to Valle in Sætersdal. (See Christiansand.)

From Stavanger also the grand scenery on the Hardanger Fjord may be explored *en route* to Bergen. The way there is by the water-stations, across the vast *Bukke Fjord*, thence to the N.E. up one of its branches, the *Sands Fjord*, and E. to the head of *Hyls Fjord* at Hylen, along Suledals Vand to *Röldal* (Rte. 23), and in the immediate vicinity of the finest part of the Hardanger Fjeld. From Stavanger to the Hardanger Fjord by this road is about 19 m. For particulars of the scenery on the Hardanger Fjord, see Rtes. 21 and 23.

At Hougesund (one of the stations on the coast in going to Bergen by water), the *gravestone of Harald Haarfager*, the first king of all Norway, may be seen. At least so it is called, and the popular belief here is that he was buried there. But that such was *not* the fact appears more than doubtful, as by another account the place of his interment is stated to have been "one of his manors in Drontheim;" and that "near the spot a magnificent heathen temple was erected, which was standing in the days of Snorro."

Route to Bergen by open boats.—Those who prefer going on from hence to Bergen by water can do so, and the following are the stations. Dist. 16. Fieldöen, 1½; Forresvig, 1½; * Kopervik, 1—this is a very small town on the island of Karm; * Hougesund, 1 (mentioned above as to King Harald Haarfager); Lyngholmen, 1½; Tjernagelen, 1; *Mosterhavn, 1; *Folgeröen, 1; Engersund, 1; Bækkervigen, 1; Östre Bagholm, 1; Bukken, 1½; Bergen, 2.

Stavanger to Bergen.

There is a *Steamer* twice a week between Stavanger and Sandeid; one twice a week between Stavanger and Nerstraad; once a week between Ölen and Bergen.

There are so many water-stations on this route, and so little that is interesting by the land stages, that the tourist is advised to take the steamer direct to Bergen. But failing to meet it, and continuing by the *land* route, dist. 18⅞ Norsk m. (10¼ of which are by water), or 133 Eng., the first 6 stages are by water.

Gangenæs, 1; on the large island of *Rennisöe*.

Judeberget, 1; on the island of *Findöe*.

Ramsvig i Sternerö, 1.

Nerstraad, 1.

Vigedalsören, 1¾.

Træet, ½. From hence the next 3 stages are by land.

* *Ölen*, ¾. At the head of the *Ölen Fjord*. From this and the two next stages there are water-stations all the way, should it be desired not to continue the land journey. From *Ölen* there is a new road to Hougesund—viz. to *Smedevig*, 1⅝; *Hidenæs*, 1¼; *Hougesund*, 1⅜.

Etnesöen i Etne, 1; or by water, 1¼. The road from *Ölen* is heavy.

Lecknæs, ⅞ by land, pay for 1¾; by boat 2¼ m. From hence the mouth of the *Matire Fjord* (a branch of the Bommel Fjord) is crossed.

Excursion to the Hardanger Fjord.—From the Mattre Fjord that of the *Aakre* branches off and winds away to the N.E., amongst the snow-clad mountains of the *Folge-fond*. The scenery becomes very grand towards the head of the Aakre Fjord, near Fjære, from whence a horse-track leads to *Seljestad*, on the way to the Hardanger Fjord; Rte. 23. Those desirous of taking this wild route had better proceed to the next station (Olfernæs), from whence to Seljestad, is about 7 m., and to the Hardanger

Fjord at Odde, 10 m. These routes should not be attempted without a guide. For travellers who are upon this part of the coast, this is the best route for exploring the grand scenery of the Hardanger Fjord, as it enables those who take it to traverse the whole fjord and enter the road to Bergen again at its mouth, without going over any part of the way twice. For particulars of the scenery, see Vossevangen in Rte. 21, and Odde in Rte. 23,

The next station is—

Ölfernæs i Skonevig, ½. From hence the next 2 stages are by land, round the foot of the Folge-fond.

Vahlen i Eid, ¾.

Helvigen i Kvindherred, 1⅛. (From hence to Bergen there are water stations all the way, should it be desired not to continue the land journey.) This station is on the S. side of the *Hardanger Fjord*, and is a good point from whence to explore its beauties. From here the fjord is crossed to

Huse i Kvindherred, 1. Thence by land to

Sundfjord i Strandvig, ½. From here the *Strande* Fjord is crossed to

Særvold i Strandvig, 1½. Thence by land to

Oftestu i Fuse, ½, pay for 1. Here *Björne Fjord*, a branch of the Strande Fjord, is crossed to

Hatvigen i Os, ½; and the next 3 stages into Bergen are by land.

Ousören or *Indre Moberg i Os*, ½.

† *Nedre Sandven i Fane*, 1¼.

T. † BERGEN, 1½. For *Inns*, and description of this city, see Rte. 21.

Excursion to the Sogne Fjord (see Leirdalsören, Rte. 21).—The scenery along the coast, between Bergen and this fjord, is not very picturesque. The best plan is to follow Rte. 21 from Bergen to *Leirdalsören*, at the head of the fjord. From thence to visit the Fille-Fjeld, the glaciers of Justedal, &c., and then drop down the fjord, rejoining this route at the *Leervig* station near the coast, or one of the places where the steamer calls to the N. or S. of the entrance of the fjord.

A *Steamer* runs from Bergen to Leirdalsören, along the fjord, 2 or times a week.

Bergen to Molde.

Dist. 39⅜ Norsk m., or 275 Eng. This part of the route comprises the most picturesquely grand scenery in the country. The coast scenery upon the line taken by the steamers, between Bergen and Trondhjem, is comparatively very uninteresting to that by land after passing the Sogne Fjord. All who have time are therefore strongly advised to take the land route. There are 15 fjords to be crossed; the scenery upon most of them is superb, and but little known to tourists. Ladies driving their own carrioles have passed this way with ease and pleasure, and no greater fatigue than other roads in Norway involve.

The road and many of the stations are perfectly good, but some provisions should be taken, and brandy for the boatmen. These men are generally careful and skilful, but, when sailing, the greatest care should be taken never to allow the sheet to be fixed.

There are two modes of getting from Bergen to the N. side of the Sogne Fjord; one entirely by boats (or steamer) and the other partially by land. Should the wind be fair, the water route will be the best to adopt, as the scenery by land is not only uninteresting but the roads and stations are wretched. The stages by water are—

Bukken i Sund, 2¼; Alvesströmmen i Hammer, 2; Kiilströmmen, 2½; Skejerjehavn i Evindvig, 1¼; Sognefæst i Evindvig, 1½; Leervig, 1¾; in all, 11¼ m. Steamer to Leervig will save much trouble.

The stages by the *land* route are—

Rödland i Hammer, ¾, pay for 1. Heavy road.

Horvig i Hammer, ¾, pay for 1. Here the *Oster Fjord* is crossed to

Isdaal i Hammer, ½ by water and ¼ by road.

Næse i Hosanger, 1⅜. Here a small bay is crossed to

Hundven, ¼. The station is some little distance from the landing-place.

Fanebust i Lindaas, 1¼. There is a steamer once a week between this station and Bergen.

Here the *Mas Fjord* is crossed, and the stage continues by land along the foot of the steep mountains to the *Steensfjeld* on the E. to

Steen i Evindvig, 1½. ½ m. by road and 1 by water.

Eid (or Elie), ⅛. Thence by water to

Haveland, 1⅛.

Rutledal i Brække, 1. From here the *Sogne Fjord* is crossed to

T. * *Leervig*, 1¼, and the scenery becomes magnificent. From hence the next 4 stages are by land, through most grand mountain passes and very fine wild scenery.

Systad i Hyllestad, 1.

Skaar i Hyllestad, 1.

Flække i Ytre Holmedal, 1⅛.

Dale i Holmedal, ⅝. A first-rate *Inn*. This station is on the S. side of *Dale Fjord*, the scenery upon which is most beautiful. To the E. the grand range of the *Justedals* mountains is seen. From Dale our route is by water up the fjord to

* *Eidevig i Holmedal*, 1¼. There is good accommodation to be had here. From hence the next 4 stages are by land.

Langeland i Holmedal, 1. Near this, a road by Dale to Bergen turns off from that by the 2 Førdes, leading to the Sogne by Vadheim.

Førde i Førde, 1, from Førde to Langeland pay for 1¼. First-rate quarters at the head of the *Førde Fjord*, where a fine stream, affording some excellent fishing, falls into it.

From Førde our road turns E. up a beautiful valley. A very fine cataract is passed on the l. ½ m. off the road. It is reported one of the finest in Norway for height and volume, and its roar is heard far and near.

The road continues to wind up the valley through very fine scenery and a splendid forest of pine-trees. Rest a quarter of an hour on this stage.

* *Nedrevasenden i Jölster*, 1¾. Good quarters. This station is at the foot of the Jölster Vand, a small but beautiful lake, surrounded by lofty mountains. The next stage can be made either by a good road along the Jölster Vand, or by water to the head of the lake at

Skei, or *Ovrevasenden*, 2¼. The scenery upon this stage is of the grandest description. The road winds through a deep and narrow ravine, in mountains of enormous height, and rising perpendicularly in many places. The *Justedals* range is upon the S.E., the highest parts of which are estimated at 7000 ft. The *pass* is most splendid; a fine waterfall close to Førde. The huge masses of rock fallen from above give a vast air of desolation to the scene up this grand ravine.

Førde i Bredheim, ¾. From hence the *Bredheim Vand*, a lake which has been compared, for beauty, with the Königssee in Salzburg, is crossed to

Reed i Bredheim, 1⅛; most wretched. There is one good room at this station, but no provisions. This place is charmingly situated amidst splendid scenery. From hence the glaciers of the *Justedals* mountains are visible.

Moldestadt i Bredheim, ½.

Between Moldestadt and Udwig occurs the *worst hill in Norway*; the road is carried up a *very*

steep ascent, taking 3½ hours to surmount, with wretched ponies; commanding splendid views of the *Justedals* to the S.E., and of the long-peaked range of the *Lang Fjeld* to the E.

Udvik i Indvigen, ⅝, pay for 1¼. (Small clean *Inn.*) Beautifully situated on the margin of the *Udvig Fjord*, the most E. branch of the *Vaags Fjord*. It would amply repay the lover of Alpine scenery to explore the numerous tributary lakes at the head of this grand fjord. The sportsman would have a good chance of finding a bear or two there, besides small game and reindeer in the mountains. From Udvigen the Indvig Fjord is crossed to

Faleidet i Indvigen, 1. A clean and very pretty *Inn*, just over the water; and the balcony commands a most exquisite view. The landlord speaking English. A splendid excursion from here by the Older Vand to the Brixdal Glaciers. [Higher up the head of the fjord lies Taaning (3½ Eng. m.), excellent quarters, in a beautiful situation, and more convenient for excursions (see Rte. 21). ¾ m. from it is *Visnæs*, the steamboat station at the head of the Nord Fjord. "The view from a mountain called Kirkenabbet, a short day's excursion from this, which ladies may take, is extremely beautiful."—*C.* From Taaning a horse-track leads E. through the mountains by Vaage Vand into Gudsbrandsdalen, at the *Laurgaard* Stat. (Rte. 26). And from Oldören, at the head of this fjord, another horse-track runs S. through some of the wildest country in Norway, by Justedal, to the head of the Sogne Fjord (Rte. 21).]

From Faleidet, along the coast, the next stage is by land to

Kjosebunden i Horningdals, 1½. The scenery continues to be very wild, and of great beauty and grandeur, during this and the 4 subsequent stages.

Grodaas i Horningdals, half by water, or half by land. This station is near the head of the *Horningdals Vand*. Good shooting here. From hence the road winds up a grand valley by a steep ascent to

Haugen, ¾. [From Haugen, *Horningdalsrokken*, "a peak crowning the finest precipice in Norway," may be ascended. (See 'Alpine Journal,' No. 21, May, 1868.) Drive 3½ *m.* up the valley to a Sæter, rest of the way on foot; very stiff climbing, part over snow and ice—10 hours to go and return to Haugen.] At the end of this stage the road descends to

Thronstadt, ⅞, poor station. From this, Aalesund can be reached by another route, perhaps one of the wildest and most picturesque in this part of Norway, by branching off by a cross road to the N.W. to Öie, a wretched station. The road is bad, the most of it being only fit for riding or walking. From Öie across the fjord to Sæbö, a lovely row of ½ m., and thence down the fjord to *Svartebæk*, 2½ m., and Aalesund, 1 m. The mountain scenery on this route will well repay the trouble.

HELLESYLT, ¾. A small but very fair *Inn*; and it is a pleasant place to stop at for two or three days. This station is at the head of the most S. branch of the *Stor Fjord*, which far excels in beauty the Romsdals Fjord, and close by there is a very grand cascade.

EXCURSIONS.—*a.* There is a direct path over the fjeld to Stryn and Taaning.

b. An expedition should, by all means, be made to the head of the *Geiranger Fjord*, a small arm of the Stor Fjord, one of the most magnificent in Norway. Four hours in boat with two men, or half a long day there and back. The steamer from Hellesylt to Aalesund twice a week, goes up the Geiranger Fjord. This fjord is most splendid;

and the principal waterfall, called the "Seven Sisters," is very beautiful. "It casts the whole of the rest of the fjord into shade."

c. A fine expedition may also be made over to the head of the Hjorend Fjord.

d. From Hellesylt one can go by steamer to Aalesund. The scenery upon this fjord is exceedingly fine, and the costume of the peasants about here very picturesque. From Hellesylt by water down the fjord to Slyngstad it is 2½. But there is another route by water to

Ljöen, ½. And thence by land to *Helstad*, 1⅝, and

Slyngstad, ¾. From hence there are stages to Relingden, 2¼, and Sylte, ½ m., near the head of the N. branch of the Stor Fjord; and from Sylte a horse-path leads across the mountains of the Lang Fjeld to the *Nystuen* station, in Romsdalen, Rte. 30.

Continuing down the fjord from Slyngstad, the scenery gradually becomes less bold to

Andam i Örskoug, 1½; thence by road to

* *Söholt*, ⅜ by land, on the N. side of the fjord, and a good station. The situation of Söholt is beautiful, and those who do not make the excursion to Aalesund should not fail to walk 2 or 3 Eng. miles along the charming road that leads towards it.

Excursion to Aalesund from Söholt.—The first stage is partly by water to *Sorte*, 1½; *Rödset*, 1⅛.

T. * AALESUND, 1½. (*Inn*, Spörck's, very good.) This town is small, but very picturesquely situated, and the views from it of the distant peak range of the Lang Fjeld, on the S.E., are exceedingly grand. Although of recent date, this place already carries on a considerable trade with Spain and Italy, chiefly in codfish. The harbour is admirably sheltered, particularly the inner one, which is quite secure in all weathers. The vessels from hence have adopted the new mode of fishing for cod, invented about 20 years since. Long nets with a large mesh, and about 7 feet deep, are sunk to the bottom of the sea where the cod feed; several of these large nets are joined together; the fish become entangled in the nets, and in this manner 1000 are sometimes taken at a single haul.

A steamer twice a week to Hellesylt and Larsnæs from the beginning of June to the end of December.

The country about here abounds in historical associations connected with the ancient history of Norway and her sea-kings, and the legends are numerous and interesting.

About 1 Norsk mile W. of Aalesund is the small island of *Gidsköe*, formerly the residence of one of the most powerful families in Norway. The remains of the old family chapel are still visible.

A little to the S. of Aalesund was the Borg, or castle, of *Hrolf Gangr*, or Rollo the walker, "so called because he was so tall and robust that no Norwegian horse could carry him." He was the conqueror and founder of the Duchy of Normandy, and ancestor of our William the Conqueror. After several years of hostility with the French, their sovereign, Charles the Simple, opened a negotiation with Rollo, which terminated in his embracing Christianity and being baptised as Robert; and thereupon Charles gave him Gisele, his natural daughter, in marriage, and invested him with the Fief and title of Duke of Normandy, A.D. 912. The followers of Robert also embraced Christianity, and settled in Normandy. Upon Robert's investiture, part of the ceremony of the homage to be done by him upon the occasion consisted in his kissing the king's foot. This the herculean conqueror was too proud to do, and was therefore allowed to appoint a deputy, but he proved to be as

haughty as his master. Upon Charles raising his foot to be kissed, the bold Norseman raised it still higher, and threw the poor monarch on his back, amidst the suppressed laughter of the assembly.—*Dunham's* 'History of Norway,' &c.

The *Steamers* between Christiansand and Trondhjem call here in going both up and down the coast. For the road from Aalesund to the grand valley of *Romsdalen*, see Rte. 30.

The neighbourhood of Söholt is very picturesque. The road upon this stage crosses the peninsula between Aalesund and Molde.

† *Hellingsgaard*, 1⅜. Poor quarters.

* *Vestnæs*, 1. Fine situation, and good accommodation. From hence the Molde Fjord is crossed in about 2 hrs. to

T. * MOLDE, 1⅜. (*Inns*: Buck's Hotel; good and comfortable. The landlord and his family speak English. The Romsdalen; tolerable.) For description of this town, see Rte. 30, also of Romsdalen, which splendid valley should, if possible, be visited from hence. This is another place of call for the *Steamers* up and down the coast.

Molde to Trondhjem.

Dist. 20 Norsk miles, 140 Eng. Almost all the stations on this route are bad. Provisions must be taken. Nearly the whole of the first 3 stages from hence are along the N. bank of the *Fanne Fjord*, a branch of the Molde, through pleasant scenery by

* *Lönsæt*, 1. Probably a horse may be hired from Molde to Angvik, 4¾, which will be a convenience, as the stations are "slow."

Eide, 1. Poor inn. On this stage will be seen a mountain called *Skole*, on the S. side of the fjord, of extraordinary form, and said to be about 3000 ft. high. From Eide a road branches off to Christiansund, viz. *Forsæth*, ¾; *Gimnæs*, 1⅜; *Christiansund*, 1⅝, by water; or from *Gimnæs* to *Fladseth i Fredö*, ¾, by water; to *Bolgen*, ¾, by land; *Christiansund*, ¼ m. by water.

Istad, ¾.

Hægeim, 1. From here another road branches off to Christiansund, viz. to *Taarvik*, 3½; to *Fladseth*, 1, where it joins the route from Eide (see above).

T. CHRISTIANSUND, 1¾. This town is built upon 3 islands, and forms almost a circle round its beautiful land-locked harbour. In entering from the sea, not a vestige of a house is to be seen until the narrow passage between the islands is passed, when this irregularly built town is at once opened up like magic. The three islands are named Kirkeland, Nordland, and Inland, and so irregular is the ground upon them that scarcely any two houses stand exactly on the same level. They are all of wood, and, as usual, covered with red ochre. The population is about 4000. The trade of the town is fast rising in importance. It consists chiefly of stock-fish exported to Spain and Italy. Fresh fish are also cheap and abundant here—fine cod of about 4 lbs. each for 1*d.* English. The *Steamers* up and down the coast call here. On the S.W. of Christiansund is the large island of *Averoen*, at the N. extremity of which (half a mile distant from Christiansund) is the village of Bremnæs, near which, in the mountain overhanging a farm, there is a remarkable cavern.

Route continued, from *Hægeim*. The scenery again becomes romantic and beautiful, and, towards the end of the stage, the long S. branch of the Salaup Fjord comes in sight. It is called *Tingvold Fjord*, and the scenery upon it is very grand, particularly towards the head, where it penetrates amongst the mountains of the Dovre Fjeld. There also the *Sundals Elv* falls into it. This grand stream takes its rise in the Dovre Fjeld, some miles S. of the celebrated

mountain of Sneehætten (Rte. 26), and throughout its course abounds in falls, cascades, and magnificent scenery; in the lower parts of it the fishing is good.

Angvik, 1, on the W. side of the fjord. From hence to the head of it at Sundalsören there are 4 stages; in all 3¼ m.; and from thence, up Sundalen, there is a carriage-road to the village of Opdal near the *Övne* (or Aune) Stat., Rte. 26. Total distance, Angvik to Övne, 9¾. The shooting in Sundalen and its neighbourhood is fine. Travellers from Surendal to Sundal should take boat from Kvande or Stangevik to Bökkum, whence there is a road to Ulvand, ½ a mile; Updöl, 1¼; and thence by boat, 1 m., to Sundalsören.

From Angvik the Tingvold Fjord is crossed to

* *Bækken*, ½. This stage is across the hills to

Bolseth, ⅝. From hence there are two ways: the first, and which perhaps is the more preferable for scenery, is by water to * Surendalsören, at the mouth of the *Sura Elv*, 2 miles, and thence by land to Honstad, 1. The second and more direct from Bolseth crosses the

Hals Fjord (another splendid branch of the Salaup Fjord, and abounding in magnificent scenery) by water to

Stangvik, ⅝. Thence by land to

Aasen, 1⅜. Midway on this stage the road enters Surendal at the village of Ranæs, and there joins that from Sundalsören. The salmon and trout fishing about here and up this beautiful valley is good.

* *Honstad*, ⅞.

* *Qvammen*, 1⅜.

Holte, 1⅛. Poor inn.

Garberg, 1. About halfway on this stage a by and nearer road on the l. leads to Trondhjem, and joins our route again at the Fandrem Stat. The stages upon it are—From Garberg to Langseth, 1; Moe (where there are copperworks), 1; by ferry over Örkla Elv and Fandrem, 1. Excellent salmon-fishing at Landseth; but most of the fishing on the Örkla is taken up.

The *Örkla Elv* (which affords tolerable *salmon-fishing* at times) is crossed near

† *Kalstad*, 1½. From hence a station-road runs up the valley of the Örkla, and enters Rte. 26, near *Bjerkager* Stat., 3½ m. dist. See stations there, p. 162. From Kalstad the next station towards Trondhjem is

* † *Gumdal*, 1⅜. Pay for 1½. There is a copper-mine near here.

* † *Fandrem*, 1¼. From hence a station-road leads to the large Island of Hitteren on the N.W., 7½ m. distant. The shooting to be had there is highly spoken of. See Environs of Trondhjem. Some steep hills, commanding extensive and beautiful views, are passed upon this and the next stage. From Fandrem the road proceeds by a heavy stage to

* † *Örkedalsören*, ½. Good trout-fishing.

* † *Eli*, 1⅜.

† *Saltnæssanden*, 1. There is another road from Fandrem to this place, viz. to † *By*, 1, and † *Saltnæssanden*, 1⅛. By both routes the stages are heavy. On this stage the *Gula Elv* is crossed by a ferry; the scenery upon this river is very bold and picturesque—the salmon-fishing good; the best is up the stream about Rogstad. Saltnæssanden is upon the S. branch of the Trondhjem Fjord.

Heimdal, 1. A stat. on the *Stören and Trondhjem* Rly. About midway on this stage, our route joins the Christiania road, Rte. 26. Excellent road to

TRONDHJEM (or Drontheim), 1¼. For inns and description of this city, see Rte. 26.

Trondhjem to the Namsen and Fiskum-fos.

Dist. 18¾ Norsk miles, or 132 Eng.,

to Hund, at the mouth of the Namsen; 23¼, or 166 Eng., to Fiskumfos. A small steamer plies from Trondhjem to Levanger twice a week throughout the year. Enquiry should be made about this in Trondhjem. From Trondhjem to the North Cape, with very few exceptions, all the stations are good. The next town upon our route is Levanger, about 50 English miles. Leaving Trondhjem on the E. side, the road continues near the S.E. bank of the vast Trondhjem Fjord and its branches, through a rich, fertile, and highly cultivated district, but much broken with hills and masses of rocks. The road very steep in many places. Numerous little land-locked bays are passed, which are highly picturesque. The lateral valleys, each with its river, are fine, and afford ample occupation for the angler. The stages are—

* *Haugan*, 1⅜. The Stordals Elv is crossed by a bridge at Helle. Stordal is the largest of the lateral valleys on this side of the Trondhjem Fjord. It runs about 60 Eng. m. up the country, and its beautiful stream abounds in trout. *Salmon* are also caught in it.

* *Sandfarhuus*, 1⅝. The road from Haugan here is new, and exceedingly good. Travellers going *North* should order horses here, those going to *Trondhjem* at Helle. It was here that in 1612, during the war between Christian IV. of Denmark and Gustavus Adolphus of Sweden, and after having made an ineffectual attempt upon Trondhjem, Colonel Mönnichofen landed with a portion of the Scotch and Dutch troops he had raised for the service of the Swedish king. From hence he marched up this valley without opposition, seized upon and permanently annexed to Sweden the two provinces Jemtelande and Hergedalen; and then moving upon Stockholm, relieved Gustavus Adolphus from a most critical position, and enabled him to arrange advantageous terms of peace with Denmark. The rest of Colonel Mönnichofen's force, led by Colonel Sinclair, landed in Romsdalen, and were destroyed by the peasants in Gudbrandsdalen. (See Rte. 26.) From Sandfarhuus a station-road leads up the valley, as far as Mæraker Hytte, 4½ m. [The stations are Björnegaard, 1¼; Lillefloren, 1¼; Reinaa, 1; Mæraker, 1; which is a good-sized village, with some iron-works near the Fos.] From Mæraker a horse-path is continued across the mountains into Sweden, near to the station at *Stad*, on the way to Stockholm, Rte. 64,* and which saves a very considerable distance, instead of going through Levanger, for those who have no carriage.

From Sandfarhuus a very hilly stage leads to

Forbord, 1.

† *Vordal*, 1, pay for 1¼. A hilly stage to

† *Nordre Skjerve*, 1¼.

* *Levanger*, 1. Here the scenery is very lovely. There are very comfortable lodgings in Levanger. This town is built on the E. shore of the *Værdals Fjord*, a branch of the Trondhjem Fjord. In 1846 nearly all the houses were destroyed by fire. It is one of the few towns lying north of the Dovre Fjeld. "The houses," says Mr. Laing, "are remarkably good and clean; the little parlours, the kitchens and pantries, are like those in an English maritime town; but the streets are unpaved and frightfully dirty; horses and carricles are so general among the country people that the comfort of the pedestrian is little attended to even in considerable towns, such as Trondhjem; while all that relates to driving, such as bridges, covered drains, and watercourses, is kept in excellent repair even on unfrequented cross-roads." The harbour of Levanger is the most sheltered of

* For Rtes. 60 upwards, see *Handbook for Sweden.*

all the inlets on the eastern coast of the fjord, and is consequently a great place of resort for fishing-vessels, and forms "a sort of commercial outport for the trade of Trondhjem." The Swedes, too, come across the fjeld in great numbers when the snow has set in, and makes the transport of heavy goods practicable in sledges. This fjord affords, in reality, by far the readiest communication with the sea for all the northern parts of Sweden as well as Norway; in addition to being quite as near as the Gulf of Bothnia, the fjord is never impeded by ice, and is consequently navigable at all seasons. Two large fairs are held yearly at Levanger, one in December, the other in March; and so fully aware are the Norsemen of the great importance of this situation for commercial purposes that several of the mercantile companies at Trondhjem have establishments here. Nothing could be more interesting than to witness one of these fairs, held on the very extreme frontier of the civilised world—to see the Laplanders and the natives of Finmark from their unfrequented mountain homes come hither to exchange the produce of the chase for the few luxuries of civilised life of which they know the use or the value.

Some distance from Levanger the road separates; that to the rt. turns off to Stockholm, Rte. 33, up the beautiful valley of Værdal, and joins Rte. 64 at the frontier; ours keeps to the N. across Værdal. Its fine stream, the *Væra Elv*, is passed by a ferry. The fishing in this river is not very good, but the scenery along its banks is lovely. The best trout-fishing is to be had towards the head of Værdal. On this stage the soil becomes very good, and the country less rugged. Cultivation extends in all directions up the country over hill and dale, and luxuriant crops are produced, including hops.

Holme, 1¼. Here the Værdals Elv is crossed by a bridge. From Holme one can also go to Steenkjær, thus, viz.:—to *Strömmen*, 1⅛; *Korsen*, 1; † *Steenkjær*, 1. It is a good road, though rather hilly. From hence a road leads E. to the village of *Stiklestad*, which is celebrated in Norwegian history as being the place where St. Olaf was slain in battle, 31st August, 1030. Snorro gives a different date, which has been proved erroneous. A cross marks the spot where Olaf fell, and the Antiquarian Society have also erected a pillar there. After being raised to the throne upon the express pledge that he would not disturb the people in their civil rights, or interfere with their religion, Olaf subsequently attempted to force Christianity upon them. His tyranny and atrocious conduct to his subjects at length drove them into rebellion, and he was compelled to quit the country upon its invasion by Canute the Great, who was thereupon proclaimed king, A.D. 1028. Aided by forces raised in Sweden, Olaf subsequently attempted to recover the throne of Norway, but was met at this place by the army of Canute, and, after fighting with great bravery, was slain with most of his kinsmen and followers. Such was the conduct and fate of the man whose remains, when canonised, are stated to have performed all sorts of miracles, and to whose shrine at Trondhjem pilgrims flocked for centuries from all parts of Europe!

The *church* at Stiklestad is of stone, and very ancient. The entrance gate is a round Norm. arch with peculiar fillet ornaments similar to those in the transept of the cathedral at Trondhjem.

King Bernadotte visited this place in 1835.

Proceeding from Holme, the next stations are—

Röske, 1.

* † *Steenkjær*, 1⅞. There is gene-

rally a small steamer plying from here to Trondhjem and back, calling at Levanger, which the traveller will do well to enquire about in Trondhjem. Here the stream from the noble *Snaasen Vand* enters the Trondhjem Fjord, and the salmon-fishing is very good.

Immediately on crossing the river, a station-road turns N.E. along the N. bank of the Vand, and enters the road upon the Namsen, 9⅛ m. distant, at the VIE station, some way up the river, and near the best part for angling. The stations on this road are—*Föling*, 1; *Qvam*, 1; *Ryg*, 1; *Hammer*, ⅝; *Sem*, 2 m. by road, or 1½ by water; *Home*, 2½, pay for 3. Towards the end of this stage the Namsen is crossed by ferry to *Vie*, 1.

The Snaasen Vand is a beautiful lake; it extends nearly 40 Eng. m. from N.E. to S.W., emptying its waters by the Snaasen River into the Trondhjem Fjord. Few persons who have read Victor Hugo's 'Hans of Iceland" will be disposed to leave this interesting lake unvisited. Reindeer said to be plentiful hereabouts.

From Steenkjær the country becomes very hilly, with vast forests of splendid pine-trees.

Östvig, 1¼. Upon this stage the last portion of Trondhjem Fjord is passed. A heavy stage to

Elden, 1½.

Overgaard, 1, pay for 1¼. At the end of this stage a small branch of the *Namsen Fjord* is crossed to

Bangsund, 1½, pay for 2.

* *Spillum*, 1. Here there is a ferry across Bangsund, which, in good weather, takes ½ hour. From this place, near the next station, the far-famed *Namsen Elv* is crossed. This and the Alten in Lapland are esteemed the two finest salmon streams in Europe. From this place one can be set over to Namsos, ¾ m. by land, and ¼ m. by water over Strömhylden's ferry.

Hund, 1½. Skage ferry across the Namsen is passed. This place is about 1⅜ m. from *Namsos*, where the coasting steamers touch (see Route 25), at the mouth of

The Namsen River.

From Hund to Namsos there are two roads, one on the right bank of the river all the way, rather hilly; another rather longer, but less hilly, which crosses the river below Hund to the left bank, and recrosses to near Namsos. This is certainly an easier road, but no advantage in point of time is gained, owing to the delay at the two ferries.

From Hund up the river a station-road runs parallel with the stream to the N.E. for about a mile, where the road separates; that to the N. continuing to Kongsmoen, at the head of the Folden Fjord, upon the coast. The other continues up the valley of the Namsen, by *Haugan*, 1; *Vie*, 1½, on the right bank. There is now a good new road to Fosland.

Fosland, 1. At Medja, a small stream joins Namsen; the river now turns northwards, through a narrow and picturesque gorge with precipitous banks. The road now climbs a steep shoulder of the hill, obliging the traveller to follow his carriole on foot for about an English mile.

Fiskum, 1½. This is a small village a short distance from the Fiskum-fos, 150 ft. high, a fine body of water. The scenery upon the route to Vefsen is in parts very fine, and the falls of the Namsen and some of its tributaries highly picturesque. "The road continues from *Fiskum* to *Öneforss*, about a mile N. higher up the Namsen, crossing by ferry at Nas and Öneforss. The river is crossed again by those who wish to proceed to Vefsen; but there is nothing like a track except at intervals near the few gaards till *Kasskormo*, in Ovenningdal, branching off from *Vefsendal*, is reached. This is 13 m. N. from *Öneforss*. Between *Mellingseus*, the last gaard in *Namdal*, and *Holmvasdal*, the first in *Vefsen*,

6 m. (N.), there is not a single house, and no trace of road. On the whole, it cannot be called a bridle-road. There are 7 rivers to be crossed without bridge, of which the Vefsen is one, and no horse-boats at any, so that horses must be swum over. The whole distance from *Trondhjem* to *Vefsen* (*Kuhstadöen*) is 42 m. *via Snaasent*, or 44 m. *via* Spillum. The writer was 11 days accomplishing it, and this was considered by the natives a quick journey. There is no accommodation for travellers on the road, though a man who does not object to fasting, roughing it, dirt and animal companions, will find the natives very civil."—*R. P.*

A camp of Lapps (Laplanders), with their herd of reindeer, may usually be met with on taking a guide, and keeping up the valley of the Namsen. The Lapps are a despised race amongst the Norwegians, whose feeling towards them is very much akin to that of the people of the United States to persons of colour.

Mr. Milford's account of his visit to a Lapp camp is graphic and interesting. In the latter end of August, 1841, he left Ekker, upon the Namsen, in company with a schoolmaster, whose duty it was to instruct the Lapps in reading and writing during the summer months. A Lapp guide also accompanied them. Some miles beyond Fiskum-fos there is another splendid fall of the river, and the scenery generally is described as exceedingly wild and grand. After 5 days' journey up the valley, they arrived near the camp they were in search of.

"In the evening we crossed some barren mountains; and our guide (the Lapp) desired us not to fire at a pack of ptarmigan which got up close to us, lest we should disturb the reindeer, as he said every moment he expected to find his countrymen. Soon after, as we were walking in single file and keeping perfect silence, he stopped suddenly, and, pointing with his finger, directed our attention to some smoke just seen through the twilight, curling up the side of the opposite hill. The man's manner and attitude were quite dramatic, and we had the satisfaction of feeling that our object was about to be attained. He now tied up his dog, and ran off, evidently much rejoiced at the idea of rejoining his wife and family. He was also anxious to inform his countrymen who we were, and what brought us here, as he had some fear lest they should take alarm, and move off with their herd. He soon returned, and at the same time we saw a large number of reindeer being driven up the valley to their quarters for the night, by a man and a boy, accompanied by a dog, whose occasional bark seemed to keep them under perfect control. Upon our arrival we found the encampment consisted of two circular tents, built of poles joined together in the centre, in the form of a cone, with cloth stretched over them. The door of the larger one was so low and small that we had some difficulty in crawling in. The whole scene was highly picturesque. Each tent was occupied by a Lapp family; every member of which gave us a most kind reception, and, heartily shaking us by the hand, at once offered us a share of their tent. We thankfully accepted their hospitality, and soon found ourselves lying on skins before a large and cheerful fire. The inmates of the tent comprised three generations; namely, a middle-aged man and his wife, with four children and an old grandmother. The tent was made of coarse dark cloth, and the outside of it was covered with turf; around the inside were hung cheeses, bladders, dried gut of reindeer, guns, and various other articles. The chief part of the smoke escaped through a large opening at the top, but enough remained painfully to affect our eyes, and to give the copper countenances of the Lapps a shade as dark as those

of Indians. The second family, who occupied the smaller tent, consisted of our late guide, Peter Johansen, his wife, and two children; they soon came to pay us a visit. His wife and daughter had light hair and fair complexions, and were pleasing in appearance. His son, a fine intelligent boy, although under ten years of age, took his turn with the men in watching the reindeer during the night. The little fellow was dressed in his best clothes, entirely made of skins, with a girdle round his waist, and had such a protuberance in front as to give him the appearance of being stuffed, and greatly to excite laughter. He wore his knife in its case behind, and several small ornaments by his side: thus forming a complete Lilliputian Lapp in full costume.

"We were soon presented with a large bowl of reindeer milk, which is much richer than that of the cow, and has a delicate aromatic flavour, resembling the milk of the cocoa-nut; but I found I could not take much of it with impunity, as it was more like drinking cream than milk. They also boiled for us a reindeer ham, which we found so good that, upon taking our departure next morning, we were glad to add it to our store of provisions. It has a wild flavour, and is quite equal to our park venison.

"The old grandmother was as shrivelled as a mummy, but the other two women were by no means ill-looking. Their dress was of dark woollen cloth, with silver ornaments in front, as well as in the girdle round the waist, to which sewing implements were suspended. These ornaments were in good taste and well finished. This smart costume was put on in compliment to us. The dress of the men consisted of leather coats, and tight trousers of the same material, with reindeer-skin boots. All the females smoked; and the old woman seemed more pleased with having her pipe filled with tobacco from England than with anything else we gave her. Some lucifer matches were also highly prized by them; and they expressed no small astonishment at the manner in which they were ignited. We regretted we had no fish-hooks, which they inquired for. The head of the family (Johan Nielsen) was a grave, sedate-looking man; decision of character and intelligence were marked on his fine countenance. In reply to the questions I put to him through my interpreter, he said they were happy in the enjoyment of their wandering pastoral life; that they confined themselves to the mountainous ridge which separates Norway from Sweden; that they had been in their present encampment eight days, and intended to remain a fortnight longer, when they would move onwards for a change of pasture for the reindeer. He told me that in summer they conduct these animals, which constitute their wealth, to the elevated parts of the mountains, and in the winter to the level country. His herd consisted of about 300, and it appears that a family requires nearly that number for its support. These Lapps, although 'dwellers in tents' all the year round, are in many respects far from being uncivilised. They strictly observe the Sabbath, the best reader of the family officiating as priest, and going regularly through the Lutheran service. Occasionally they attend the church of the nearest village on the frontier of Sweden.

"Our companion, the schoolmaster, is employed by the missionary society, and twice in the course of every summer visits the Lapps for the purpose of instructing them. He stays for three weeks on each occasion, and divides his time between the different families who are encamped many miles apart. This man told me that all the children could read, write, and say their prayers. The Lapps have but few wants, and appear per-

fectly satisfied; having no bread, they subsist almost entirely on the produce of their herds, with the occasional assistance of fish and game. We saw no other description of food whatever, neither have they any candles; and when we required additional light, one of the women took a firebrand in her hand and held it up for us. On one occasion we wanted to pour some of their delicious milk into our small keg of finkel; in an instant they very ingeniously made a funnel of some of the birch-bark which hung round the tent. The sun and stars are their only clock. They had no spirituous liquors of their own making, but it is well known that they are greatly addicted to inebriety, when they go down into the valleys of Sweden or Norway. Both Nielsen and Johansen were great hunters, and were frequently absent from the encampment for many weeks together, in search of bear, seals, and game.

"It was nearly midnight before our interesting conference was brought to a close. At length Nielsen asked us in a civil—I might almost say in a polite—manner, whether we felt disposed to sleep. To this we assented; and when all was quiet, I surveyed with no little interest the scene around me. Our host lit his pipe, by way of a soporific, laid down his head on his hard pillow, and comfortably puffed himself to sleep. One of the children coming in late, the old grandmother lifted up her large reindeer covering, and inclosed the young herdsman within its ample folds. It was a fine night, and we felt no inconvenience either from heat or cold. We were, however, as closely packed in the tent as negroes in a slave ship. I slept soundly notwithstanding.

"We rose at five o'clock, and after breakfasting on the flesh and milk of the reindeer, went up the hill to see the animals themselves. The whole herd was brought together for our inspection; they had sleek skins, and were in the finest condition imaginable, many of their branching antlers being of immense size, and covered with the softest velvet. We were informed that they suffered more from heat than from cold. Nielsen's eldest boy, a fine youth of 16, now threw a species of lasso round the horns of one of the deer, and the process of milking the herd began. They yield a very small quantity of milk, but this is made up for by the richness of its quality. They are remarkably quiet and gentle, and the Lapps are almost as fond of them as of their children.

"After purchasing some skins, horns, and lines which we saw the women making from strips of the sinews of the reindeer, by chewing the ends and twisting one piece on to another till it was of sufficient length, we bade adieu to the Lapps.

"Very little is known of the origin of these honest, simple, and hospitable people; they are considered by some to be descended from aboriginal Norwegians; but by others they are supposed to have sprung from a colony of Finns, although at the present day they are very unlike that race. From the earliest times they have led a nomade life. Their movements, however, are chiefly regulated by the quantity of moss (*Cenomyce rangiferina*) in the different localities essential for their reindeer, and which is more abundant in Sweden than in Norway; but the temperature of the former country is found to be too mild for these animals, who require the bracing air and eternal snows of the latter to preserve their health. The moss can flourish only amidst snow, and in a uniformly low temperature; without the moss the reindeer would perish, and on their herds entirely depends the prosperity, nay, the very existence of the Lapps. It is this animal which supplies them with clothing, food, the means of locomotion, and of maintaining what-

ever else their simple habits require. No other climate will suit these animals; the experiment of introducing them into Scotland has invariably failed.

"The milk of the reindeer is highly valuable; its flesh also supplies a nutritious food during a great part of the year; its sinews are made into thread and cord; its horns into spoons and other domestic utensils, and its skin furnishes the main portion of the Lapp's dress. This animal bears a great resemblance to the stag, but is rather smaller. The females are driven home morning and evening to be milked, and yield about the same quantity as a she-goat.

"The reindeer-moss grows almost everywhere upon these mountains in great abundance; this vegetable, which, after a long continuance of heat and drought, appears withered and dead, immediately recovers new life from the rain. Dry and valueless as it looks, it is a most important gift to this wild region, for it is the chief support of many thousands of reindeer on the barren summits of the mountains through all the severity of the winter. The deer remove the snow with their feet to the depth of 5 or 6 ft. to get at this food, and they cannot thrive nor even live without it for any length of time."—*Milford's* 'Norway,' c. viii.

The general *shooting* up this grand valley of the Namsen is good, and it becomes better as the Swedish frontier is approached. The bear, lynx, and glutton are at times met with, besides capercailzie, woodgrouse, and an abundance of ptarmigan. The woods and forests are of vast extent, and contain splendid pine-trees; they also abound with the yellow mulberry, raspberries, red currants, and strawberries of delicious flavour.

Salmon-fishing in the Namsen.—Namsen is considered the best salmon river in Norway. Fish attain an immense size, but it is idle for travellers to expect permission to fish there. English gentlemen have been in the habit of going there regularly for fishing for the last 12 years, and all the waters are held as strictly upon leases as the rivers of Scotland or Ireland. Salmon cannot get higher up the river than Fiskum-fos. The fishing begins at Haugan, but it is very indifferent so low down, except for a short time quite early in the season, or after an extraordinary flood. The three most choice fishing stations are Fiskum, Godtland, and Ekker Ferry, comprising in all about 6 to 8 Eng. m. of water, with comfortable room for 6 rods, 2 at each station. There are good quarters to be had at each of these places, and the charge for food, lodging, and attendance averages about ½ a dollar, 2*s.* 3*d.* a day. Boats are used for fishing in this river; each boat has 2 men, who are paid 2 marks, about 1*s.* 9*d.* each, besides which they expect the salmon not wanted for the angler's own use, and which is divided between the 3 stations. Above the Fos the trout fishing is excellent.

"That distinguished fisherman, Sir H. Parker, killed on this river a salmon of 60 pounds' weight, after a little more than an hour's battle. It was caught on a No. 6 or 7 hook; wings, two golden tippets dyed crimson, sprigged with mallard, teal, golden pheasant, and Argus pheasant; horns, blue macaw; head, black; body, claret hog's wool; tag, red mohair; ribbed gold twist. On the same day he bagged 9 others, one of 40 lbs., one 30 lbs., one 18 lbs., one 15 lbs., and the rest from 8 lbs. downwards."—Vid. *Barnard's* 'Sport in Norway.'

The season here varies a little, but it is comprised in the 3 months of June, July, and August; the finest part is usually about the end of June to that of July. Four English gentlemen who were here for 2 months in 1841 each killed 1000 lbs. weight of salmon. Their largest fish weighed 47 lbs. In fact, it appears that at

the proper season the river is so abundantly stocked with fish that success becomes a matter of certainty. Neither is there much science required here to kill from 100 to 150 lbs. of salmon, grilse, and trout in a day, as, fishing from a boat, all the most likely places can be got at; and when a heavy fish is hooked, it can easily be followed up or down the stream. The *Kobbe* (seal) is very troublesome in the Namsen, at times. A glimpse of a seal clears the river of the fish in an instant; they are stupefied with fear, and seek for shelter in the deepest holes and other hiding-places, which no fly, be it ever so tempting, will induce them to leave, until their much dreaded enemy has disappeared.—*Milford's* 'Norway,' c. iv.

The *Steamer* between Trondhjem and Hammerfest calls at Namsos at the mouth of the river, on her way both up and down the coast. (See Rte. 25.)

From the *Namsen to Hammerfest*, by Boat—Mäelström.

The following stations are inserted for the use of travellers by open boats. The steamers touch at more stations, and sometimes different to those named. It is presumed that travellers, for any distance along the coast, will make use of the steamers; and that the names of the boat stations given here will be sufficient for those who make short excursions, either along the coast or to and from the steamer to any point where they may wish to land. Printed lists of the stations at which the steamers touch, and of the days and hours, are hung up on board, and are so easily understood that it has been thought useless to transcribe them; the more so because the times, and even stations themselves, are liable to change, as the nights lengthen in the autumn. These printed lists may be obtained in Christiania.

The scenery on the first and second day from Trondhjem is not very striking; the cliffs and rocks are round-topped and insignificant—*roches moutonnées*, Professor Forbes terms them, rounded by the action of ice. N. of the Arctic Circle, however, the cliffs become more peaked, and assume grander forms. If fortunate enough to have a fine day in crossing Vest Fjord, where the steamer stretches over to the Loffodens, the traveller will see one of the finest sea views in the world. On the S.W. there is the open sea; on the W. and N. the sharp-pointed peaks of the Loffodens rise nearly perpendicularly out of the water: covered, where not too steep, with snow almost to the water's edge, till quite late in the summer. Huge, rugged rocks they are as you approach them; their tops like extinct craters, which have fallen in, now filled with snow. Later in the summer, as the snow melts, numerous miniature waterfalls pour down over the sides of the cliffs, and at the bottom patches of green, and a few fishermen's huts begin to be seen, till at length the steamer creeps in through a narrow passage to the fishing station of Balstad. On the E. of Vest Fjord lofty peaks of snowy mountains rear their heads far away towards the frontiers of Sweden. I believe there are few views of its kind to be compared to that from the middle of Vest Fjord. On leaving Vest Fjord, the steamer winds its way up Rafte Sund, a lovely channel, to Steilo in Ulvöen, a pretty little island almost out on the open ocean. "The best station for a view of the midnight sun would be a small hill N. of Stocknæs, near Steilo. On the S. side, the northern mountains of Loffoden would be seen splendidly illuminated, and the view on the N. side is over open sea. The steamer does not stop quite long enough at Stocknæs."—*G. B. A.* Perhaps one of the most striking features of the Loffodens are the

enormous numbers of sea-fowl. Gulls and eider-ducks innumerable; so numerous are the latter, and so tame, that it is sometimes necessary for the steamer to go half-speed in the narrow channels to avoid running over the young ones.

The famous "Mäelström," of which English geography books relate that whales and other monsters are sucked into it, is in a narrow passage between two of the Loffodens. We insert an account of it from the pen by Dr. Charlton.

"The dangerous current and supposed whirlpool of the Mäelström lies at the S. end of the Loffoden Isles, between the islets of Moskenæs and Vaeroe. Its real perils are produced by the tremendous current that rushes in and out of the Great West Fjord that lies between the Loffodens and the western coast of Norway. Dangerous currents are thus occasioned between most of the Loffoden Isles, such as the Galström, the Napström, and the Gimström; but the chief current is directed between Moskenæs and Vaeroe, constituting the famous Mäelström. When the wind blows from certain quarters, and particularly from the N.W., and meets the returning tide in the Strait, the whole sea between Moskenæs and Vaeroe is thrown into such agitation that no boat could live in it for a moment. In calm weather it is only three-quarters of an hour before the flood tide that the boatmen venture to cross; for, with the stillest and most glassy water outside, the Mäelström is dangerously agitated, except at the period above mentioned. The "set" of the tide through the Strait is at first towards the S.E.; it then, after the flood, turns from the S. towards the S.W., and finally, towards the N.W.; so in 12 hrs. the circle of the current is completed. This is rather a slow proceeding on the part of a whirlpool, but the agitation of the current arises from an immense body of water being forced by the flowing tide into the narrow passage between the isles. In addition to this the depth decreases most suddenly as the stream enters the Straits. Outside, on the W. of the Loffodens, the soundings show a depth of 100 to 200 fathoms, while in the Straits, and in the West Fjord, it suddenly shoals from 16 to 30 fathoms, and the whole weight of water from the North Sea is suddenly compressed between the cliffs of Moskenæs and Vaeroe. As to the stories of ships being swallowed up in the vortex, they are simply fables; but any ship that became involved in the current would probably be driven on the sunken rocks and reefs in the Strait if it did not founder from the fury of the waves. The Mäelström is quite out of the track of the Nordland 'Jægts' with their odoriferous cargo of dried fish, and no other vessels are called upon to take this course. Nor are whales ever sucked down by the greedy whirlpool, though the following circumstances may account for this part of the legend.

"On the Island of Flagstadt, which lies a little to the N. of Moskenæs, there is a narrow inlet called Qualviig between the rocks opposite to the farmhouse of Sund. This inlet or passage is at first extremely deep, and then suddenly shoals to about 16 ft. In this narrow cleft a very considerable number of whales have within the memory of man run themselves ashore. We know not what attraction draws these generally wary animals to this narrow creek, but once in the canal it is impossible for the whale to retreat, as he requires a large space to turn his body, and grounding with the falling tide the huge monster is left there to struggle with his fate. Large whales are known to have lived 8 days in this natural trap, and the people say their bellowings and struggles were fearful to behold. About the beginning of the present century an enormous male 'fish' was fast embayed here,

and ere the sun was set he was followed by his mate, who shared his imprisonment and death. This happened at the time that Mr. Sverdrup occupied the farm of Sund, and from the good luck that befell him, from 20 whales and more being stranded here during his occupancy, he obtained the surname of the 'King of the Loffodens.'"—*Notes and Queries*, April 3, 1858.

From Namsos at the mouth of the Namsen to Hammerfest by boat is 88⅜ Norsk m., or 584 Eng. From the Hund Station to

Vemundirk, 1¼, upon the coast; and from hence, with the exception of part of one stage, all the rest of the journey to the N. Cape is by water.

Seierstad, 1½. From hence the *Folden Fjord* is crossed to Strand. This little frequented tract is inhabited by myriads of water-fowl, that breed here undisturbed, and the traveller may chance to have his meditations disturbed by the sudden appearance of a whale close to his boat.—*Everest's* 'Norway,' p. 56.

Strand, 2. Up an arm of the fjord to

Finve, 1¼.

* *Aarför*, 2.

Foldereid, 1. Here the hills are crossed to a branch of the *Bindals Fjord*, down which the stage continues to

* *Teraak*, 2. On leaving the Bindals Fjord, towards the end of the stage, the lofty island of Leko is seen on the S.W. Our route now lies up the coast to

* *Steensöen*, 3. The mountains upon the coast now become lofty and precipitous. *Torghatten*, a curious rock upon the island of Torget, is passed on the l. upon this stage. It is upwards of 1000 ft. high, and *perforated in the middle* by an orifice, through which the sky appears. "It is of granite, and its form, as seen from the S., is not unlike the peaked waterproof hats sometimes worn by sailors, whence in fact its name, '*Torget's Hat.*' " Forbes, in p. 45 of his book, speaks as if he had not seen into, or through, the aperture. I cannot understand how this happened; I saw well through the aperture, and for a considerable time, and I was assured that the steamer always takes the same course here. I have no doubt that the perforation is sufficiently large to contain a church. The opening appears to have been produced by the degradation of a huge mass, or vein, of mica."—*Prof. Airy.*

The hole is said to be 70 or 80 ft. high, and 40 ft. wide, and is about 700 ft. above the sea.

* *Salhuus*, 2. The boatmen up this coast are most skilful and excellent, but the squalls from the mountains are sudden and dangerous; and we must again repeat the caution never to allow the sheet to be fixed in sailing, but always to have it kept in hand. The love of finkel is the boatmen's great fault, and in some cases care must be taken to prevent their indulging in too frequent libations.

Forvik, 2½.

* *Sövik*, 2⅞. This station is upon the large and highly cultivated island of Alsten, separated from the small island of Tjotöe by an arm of the sea. In the 11th century it was the residence of a celebrated chieftain named Haarek, a contemporary of St. Olaf. From hence may be seen the extraordinary peaks of mountains called the *Seven Sisters;* and also the lofty Donna-öe. Von Buch estimates their height at above 4000 ft. At Sövik passengers for Vefsen leave the steamer. Vefsen is one of the best salmon rivers for its size in Norway, by all accounts. An English gentleman in the summer of 1853 killed a fish of 52 lbs. there.

* *Sannossöen*, 1⅛. Sannossöen is the best station for Vefsen, when the boats do not come up the Vefsen Fjord. This is the case each alternate trip; they then call at Kulstad-

söen, which lies 4½ m. N. from Tjotöe up the fjord, instead of Sövik.

* *Kobberdal*, 1¼. Passengers for Ranen land here. The Ranen is a fine river, but the accounts of the salmon-fishing are rather contradictory.

* *Donnæs*, ¾. Upon the mainland to the E. of this is the largest glacier in Norway, with the exception of Justedalsbræ (near Leirdalsören, Rte. 21). This glacier is between Bejern and Ranen, in the province of Nordland.

In several districts of this province the rivers flow in subterranean passages for some distance, and then reappear; the two largest of these are Jardbluelv, in Saltdal, and the Prugra, in Ranen.

* *Lurosö*, 2⅜. On this stage the coast continues exceedingly mountainous, with wild fowl in myriads. Some miles to the W. are seen the four peaks of the islands of Threnen, rising erect as towers from the water. Immediately on passing them, the line of

The *Arctic Circle* is crossed, and near that point a curiously formed cliff is seen, called Hestmands-öen (Horseman's Island); it has the appearance of a huge man on horseback swimming through the water. The coast is here of the wildest description; precipitous mountains piled upon each other in every variety of form, with their hundred snow-capped peaks; "a correct picture of it would appear to be anything but the representation of sober reality."—*Everest's* 'Norway,' p. 63.

* *Selsövik*, 1⅞.

* *Svinær*, 2.

* *Stöt*, 2⅛.

* *Nord Arnæn*, 3¼. On this stage the mouth of the *Salten Fjord* is crossed to

* BODÖ, 2½, "Nordland's By," the chief and only town in the province of Nordland. The steamers stop here for 6 hours to coal. On the marsh in September and the end of August, ryper and snipe may be found. It is worth while to walk out to the *Ch.*, about 3 Eng. m. E. of the town. There is a curious monumental slab on the S. wall outside, to a clergyman, who died in 1660. The spruce fir is not found farther N. than about the line of the Arctic Circle. Scotch fir takes its place in the forests; this again does not reach much farther N. than latitude 70°, though there may be some stunted specimens farther N. Woodcocks also and "hjerpe" (the hazel-hen), will not be found N. of the Arctic Circle.

Bodö is a small place at present containing about 300 Inhab., three or four of whom are merchants; it is also the residence of the Amtmand, the Judge, and Sheriff.

It was some years since selected by the Norwegian Government as the site of a commercial town, on account of its advantageous situation, and especially of its vicinity to the great fishing banks of Loffoden; but, notwithstanding these advantages, it seems to have remained nearly stationary. "Bodö is the southernmost coaling station for the coasting steamers at which the *midnight sun* can be seen; and as the southern-bound steamer does not start till 1 A.M., there is time to see it. I would indicate the following course to a good station. Land at the stairs and turn to the left (northerly). After walking about half a mile, turn through a gate to the l. upon a by-road. Continue on this (sometimes a good road), sometimes a mere track in the moor towards a defile in the hills, which the road ascends. Near the top, at a bifurcation, take the l. path, and incline still to the l. The ridge is thus gained at a place commanding an open view to the N., with the mainland cliffs to the right, and a huge mountain, island, or island-mountain to the l., and the northern peaks of Loffoden, about 70 m. distant, in front. I have seldom seen

a more majestic sight than that of the midnight sun gliding horizontally over these peaks. Everything seems as light as at midday, but with an air of great beauty and softness. But when the sun has sensibly risen, as by 1 o'clock, the splendour is inexpressible. It seemed culpable to go to bed.

"The station which I have mentioned is about three-quarters of an hour from Bodö. The midnight sun is visible there from about June 1st to July 10th."—*G. B. A.*

From Bodö to the head of the Salten Fjord is about 6 m., which may be done in from 9 hrs. to 2 days, depending upon the wind. There is good accommodation at Saltnæs, at the head of the fjord, but dear. The river there is not worth much as a salmon river, and the houses on the banks are dirty. There is little to see on the fjord, except the Saltenström, a whirlpool in a narrow passage of the fjord, like the Mäelström in miniature, but, though smaller, more dangerous. The best place to sleep on the fjord, if a contrary wind entails a passage of 2 days, is at Skierstad. The only object in going up the Salten Fjord is to visit an encampment of Lapps, some of whom may generally be seen with their reindeer on the fjeld, within 2 m. of Saltnæs (but Lapps may be seen far better from Tromsö), or to ascend the Sulitjelma Mountains on the frontier of Sweden, the highest peak of which is about 6000 N. ft. above the sea. They are the highest hills N. of Trondhjem, but otherwise there is no object in visiting them. There are magnificent views seaward from the Blaamand Fjeld above Saltnæs.

The scenery around Bodö is of the wildest kind. About 1½ m. S.E. is Biirfjeld, with its picturesque peaks, snowy ravines, and black precipices, while to the S.W. the mountains tower above each other into the far distance. Sandhorn is one of them, and the highest point in this neighbourhood. The view from its summit is of vast extent. The long range of the

Loffoden Islands

is seen 70 or 80 Eng. m. distant, like the jaws of a great shark, so many and so jagged are their grand points, which rise 3000 or 4000 ft. above the sea. In the foreground the islands, bays, and lakes are countless. It is in the neighbourhood of the Loffodens that the millions of cod are annually caught during the winter (from the middle of February to that of April), and which form the staple article of trade in the towns upon the W. coast. It has been calculated from official returns that in an average year the cod-fisheries off these islands were carried on by 2916 boats, having 124 tenders, and in all carrying 15,324 men; the produce being upwards of 16 millions of fish, 21,500 barrels of cod's liver oil, and 6000 barrels of cod's roe. (*Laing's* 'Norway,' c. vi.) "The fishery is exclusively carried on in open boats. The fishermen hang up the larger portion of the fish, which is dried and ready for shipment by about midsummer; this is stock-fish. A considerable quantity is, however, sold fresh to traders (citizens) of Tromsö, Trondhjem, Christiansand, Molde, and Bergen, who enjoy, in common with the privileged merchants of the district, the right of trading during the fishing season; this they salt down in their vessels, and afterwards convey to particular places along the neighbouring coast, where the climate is less humid than in the Loffodens, and also where there is facility for drying it on the flat rocks, 'Klipper.' This is known in commerce as Klip-fish, and differs little from the 'Bacalao' of Newfoundland."—*W.* On the shore acres of rock are covered with the split fish laid out to dry, or collected in piles like hay-ricks.

The whole voyage along and among the Loffodens is through scenery of the grandest and wildest description, at times through narrow walled-in defiles, at others across opening sea lochs.

* *Kierringö*, 3.

* *Helnæs*, 2½.

* *Lövö*, 2. From hence there are stations to some of the Loffoden Islands across the *Vest Fjord*, 3 m. dist.

Fikke, 3. Upon this stage the fjord gradually narrows, the Loffodens being close upon the W.; and the scenery is wild and desolate in the extreme.

Bæröen, 3. From hence our route winds through channels between the islands and the mainland all the way to Tromsö, the mountains at times most grand and picturesque in form. Shortly before the end of this stage the district of *Finmarken* is entered.

* *Sandtorvholm*, 2½. Upon this stage Trondenæs is passed. Its church is considered to be the handsomest in the N. of Trondhjem, and one of the oldest in Norway; it was the chapel of a monastery formerly situated here, of which it is now the only remains existing.

There is a Normal school established here, supported by the State, for the education of parish schoolmasters.

* *Havnik*, 3.

* *Dypvik*, 2½.

Sör Russevaag, 1¾.

* *Gibostad*, 1½, on the island of Senjen. This island has the reputation of abounding in bears. Between Gibostad and Tromsö the Malangen Fjord is crossed; the *Mons River* flows into the head of this fjord. The salmon-fishing, it is said, is pretty good in it, but, like most other Norwegian rivers, it is rented by Englishmen. Professor Munch is inclined to place the northern limit of the early colonisation by the Northmen at this point for various reasons. Supposing, according to his view, the stream of colonisation to have come N. of the Gulf of Bothnia, either round the coast in ships from Archangel, or by forcing a path over the mountains (and there is a pass leading out to this very fjord from Torneå, and Russian Finland), he imagines this to have been the first inviting-looking spot, which might have tempted the early colonists to land, and settle. The names of places along the coast S. of this fjord undoubtedly bear a Scandinavian form, while to the N. of it they are no less remarkably Finnish. For his various reasons for supposing colonisation to have taken place by way of the N., see his 'Norsk Folks Historie,' vol. i. book i.

* TROMSÖ, 3¼. Ludwigsens Hotel; very fair accommodation. This town is of comparatively recent date. It is one of those established on this coast after the Danish octroi system had received its death-blow, and now owes its prosperity to the extensive fisheries along the coast, and the brisk foreign trade which this lucrative branch of industry has created. The town is pleasingly situated on the E. side of the island, in the centre of the fjord, from which it takes its name. It is the residence of the bishop, Stift Amtmand, and several subordinate authorities, and contains about 1500 Inhab., being nearly double what the population was in 1840. The town and district return one member to the Storthing.

There are generally some Russian vessels here from Archangel and the coasts of the White Sea. They bring corn, which they exchange for dried fish. The crews of these vessels are fine, brawny, picturesque-looking fellows. The vice of drunkenness prevails to a fearful extent amongst the lower classes in this place. From Tromsö there are fine views of the mountainous island of Kvalö on the W.; and from Tromsö the Bens-fjord

and its terrific glacier may be visited. The steamer usually stops a day here. The *Ptarmigan-shooting* upon the neighbouring mainland and islands is excellent.

They have a curious custom here, and indeed in other parts of Norway, of lighting huge fires and letting off fireworks on the eve of St. Hans day, June 23 (*Midsummer Day*). Seen from the hill above the town, they have an exceedingly good effect, though there be a bright sun shining at the time. There is a similar custom of lighting bonfires on Midsummer Eve in the S. of France and other parts of Europe, as well as in the W. of Cornwall. The view at 10 or 11 o'clock at night from the hill above Tromsö, if it be fine and clear, is worth walking up to see.

"At Tromsö, which is a coaling station, the midnight sun can be seen very well from the anchorage. On my southward voyage, I saw at Tromsö the rare sight of a rainbow formed by the midnight sun.

"I was assured by a traveller that he had repeatedly lighted his tobacco pipe by the rays of the midnight sun. And every voyager makes a point, if possible, of burning a hole in his coat. When I saw the sun highest, the sky was too watery to allow this."—*G. B. A.*

A Lapp encampment is generally to be seen in Tromsdal on the E. side of the fjord. It is more easily reached than the encampment in the valley of Namsen, or on the Salten Fjord. It is a sight worth seeing. The huts are covered with birch-bark, which is used for roofing all over Norway. Even in the solid log-houses with which the country of Norway is filled, and the plank-houses in the towns, all solidly planked in the roofs, the substance which really keeps out the rain is birch-bark, inserted between the layers of roof plank. The outer bark of the birch is used for tanning nets, &c., the inner bark is stripped in sheets resembling hides, and almost as large. The horns of the reindeer grow to an enormous size, reaching as high as a man's shoulder when the deer are lying down. Some of the herd are so tame that they will allow you to step over them, and stand by them, as if they were cows, in the place of which, indeed, they stand to the Lapp.

On leaving Tromsö, our route continues between the islands and mainland by

* *Finkroken*, 2, pay for $2\frac{3}{4}$. This stage is down the *Ulfs Fjord*, between which and the Lyngen Fjord there is a gigantic chain of mountains.

It is said that the Russians are very desirous to obtain possession of Lyngen Fjord, by fair or foul means, for a harbour on the Northern Ocean, which is never frozen. Only 3 or 4 Norsk m., say 25 Eng., intervene at present between the westernmost boundary of Russian Finland and the head of this fjord; and there is no doubt that the Russians are very desirous to make this last stride to the open sea. In 1853 they endeavoured to pick a quarrel with Norway by giving orders that all Norwegian reindeer, which crossed the frontier, were to be shot; at the same time forbidding their own Lapp subjects to enter Norway.

Near the mouth of the Lyngen Fjord, and close to the steamer's course, two glaciers are to be seen, coming close down to the water's edge. There is one in Kvænangen Fjord, N.E. of Lyngen, which is actually washed by the sea.—*Forbes*' 'Norway,' p. 78.

"Near the mouth of the Lyngen Fjord, on the S. side, is a very perfect glacier, coming low, but not down to the sea. The cracked fan structure of its lower face reminded me of the Rhone glacier. This is the only very perfect glacier that I

saw. I do not entirely identify it with any of those mentioned by Forbes."—*G. B. A.*

* *Karlsö*, 2, pay for 2½.

* *Skjervö*, 3, pay for 4½. About 3 m. S. of this station the *Reisen Elv* enters the fjord. It is a large stream, and little known at present; it was tried once, and did not turn out very well. There is a good deal of water from a glacier in the river.

[Those who are desirous of visiting

The *Alten River*,

and who do not proceed there by the steamer, should take boat from Skjervö to Alteidet, 3, from there cross the isthmus to Sopnæs (about ⅞) on Lang Fjord, and thence again by boat up the Alten Fjord to Talvik, 3 m., and *Alten* (near the mouth of the river), 1 m., in all, 8¾. The *Steamers* to and from Hammerfest call at

Bosekop (where there is a good Inn), in the Alten Fjord, and only 1 m. by land from Alten. A fair is held here in the latter end of November, and in March, which is largely attended by Finns and Lapps from the mountains, as well as by Swedes. The Alten is navigable for about 4 m. from its mouth. A horse-path runs a long way up the valley of this stream, and across the mountains, over a strip of the Russian territory, into Sweden (see Rte. 34).

Altengaard, near the mouth of the river, was formerly the residence of the Amtmand; it is now the head-quarters of a Roman Catholic mission, which has been established about 3 years, hitherto without making many converts.

Alten is the most extensive and productive valley in the N., and is in every respect, both as to climate and style of scenery, different to the districts which the traveller has been passing through; here vegetation appears to flourish; the fir, the birch, the willow, and mountain-ash are abundant; even corn-fields and cultivated meadows are seen; and after the wild and desolate scenery, among which the earlier part of the voyage has been made, this change is a relief both to the mind and the eye.

In several parts of the Alten valley, the traveller will meet with as soft and pleasing scenery as any Alpine country can present; indeed the impression on the first view is that of an oasis, formed by nature as a resting-place in the midst of ruggedness and desolation.

In a lateral valley, on the S. side of the Alten Fjord, lie the *Alten Copper Works*, belonging to an English company, the establishment of which has contributed greatly to the prosperity of the district. The gentlemen who are resident there are most obliging in giving information as to the best parts of the river, the proper boat to be taken, provisions, &c., as there are no station-houses.

There are some remarkable marine terraces, or ancient sea-beaches, near Alten, and indeed on other parts of the coast of Finmark. Those near Alten are peculiar, in that they are not continuous at the same exact level above the sea, but incline in such a way as to show that the coast has not only been raised bodily out of the water, but in an unequal manner, the part towards Hammerfest having emerged less than the part towards Bosekop. The highest is 240 Eng. ft. above the sea.—*Forbes'* 'Norway,' pp. 84–90.

As a *salmon stream*, some anglers consider the Alten superior to the Namsen.* It is now quite as well

* "I have had a great many salmon opened in my presence—those caught in the Alten Fjord, before they reached the river, were full of young herrings or smelts (the *Salmo arcticus*, I believe); but I never could discover anything in those caught after they had been 24 hours in the river."—*W.*

known, and as regularly fished, as Namsen. Mosquitoes swarm here at times. A tribe of Finlanders or Kvæns (*Kvæner* in Norwegian) are settled at Alten; many of the boatmen on the river speak nothing but Kvænish. They are admirable boatmen, but they are not famous for the love of truth and honesty, which generally distinguishes the Norwegian peasants.

The general *shooting* up the valley of the Alten is good (see Rte. 34), and the numerous falls of the river and its tributaries are highly picturesque.

The *Tana Elv* is a splendid stream, and its tributaries large and numerous. It rises in the mountains S.E. of the Alten, and for a long distance is the boundary between Russia and Norway. It falls into the Tana Fjord about 80 Eng. m. to the E. of the North Cape. The Tana and its tributaries have been explored by 4 or 5 parties of fishermen in the last few years. Undoubtedly there are large fish there, and a great extent of fishing water, it being 20 Norsk m. from Karasjok to Tana mouth. Salmon ascend above Karasjok. A great part of the river, however, consists of broad shallow *lakes*, one may almost call them, where there is no chance of killing a fish, so that the actual extent of water to be fished is considerably reduced. Mosquitoes swarm, and there is no escape from them, except within a tent. There are no houses on the bank, so that all necessaries have to be carried. It would seem from the same party never going there a second time that the fishing did not compensate for the discomfort to be endured. See Introduction, § 9. There are two modes of arriving at Tana; one from Alten across the mountains to Karasjok, where boats may be obtained to *descend* the river; the other is by leaving the Hammerfest and Vadsö steamer in the Tana Fjord, and *ascending* the river as far as may be thought fit. By the former route, horses, provisions, and a guide must be taken from Alten; it will require about 3 days to do the 16 m. between Alten and Karasjok. Some wretched mountain-huts exist, where it is possible to sleep on the way. Some little distance up the Alten a horse-track diverges across the mountains to the E. for 3 or 4 m., and then enters the valley of one of the tributaries of the Tana, and keeps along that valley till its junction with the river, about 8 m. The road then continues (with the exception of a small interval) all the way down the valley of the Tana to its junction with the fjord, about 80 Eng. m., and never leaves the Norwegian territory. Care must be taken not to enter the Russian territory without having a passport properly *visé* for Russia, or the consequences may prove unpleasant. From the mouth of the Tana there are water-stations to the North Cape, viz. from Guldholmen to Hopseidet, 5 m.; there cross a small isthmus, and on by water to Sværholt, 5; and Kjelvik, at the North Cape, 3; in all, 13 m.]

The direct route to the North Cape continued from Skjervö.—Large shoals of a fish called Sey (coal-fish) are seen off this part of the coast; much used by the inhabitants for food. From Skjervö a *fine glacier* is visible on Kaagöe. The atmospheric effects about here in winter are sublime. The sun is lost early in November, when his rays, for a *short* time, alone illumine the tops of the mountains. They are of the most lovely rose colour, while clouds and vapour render all beneath and around them dark, mysterious, and indistinct.

* *Loppen*, 2½, pay for 3½. This small island lies open to the whole

force of the Atlantic. Whales are frequently seen about here. From hence the *Sörö Sund* is entered to

* HAMMERFEST, 7, pay for 8¾. There is no decent inn at Hammerfest. Accommodation must be found in a private house, and it is not always easily obtained. This town of scattered wooden houses is celebrated as being the most northern town in the world, and also for its lively trade, being the resort of English, Russian, Dutch, Swedish, Danish, and German traders, but particularly Russian, who swarm on the coast during the three summer months; although situated in so high a northern latitude, 70° 49', the temperature, even in winter, is so mild that the waters along the coast and at the bottom of the deepest fjords never freeze; the inhabitants are consequently enabled to carry on the sea-fishing in boats during the whole winter.

The town is infested with the odour of *cod-liver oil*, prepared here in large quantities. Skins of white bear, silver fox, &c., may be bought here. An *English vice-consul* resides here.

The Spitzbergen trade is likewise a most important branch here. Small sloops of 30 or 40 tons are fitted out for it from hence, and carry 6 or 8 hands. They leave here in May, and wait at the edge of the ice till it is sufficiently thawed to enable them to near the land. Reindeer, walrus, white bears, cod, and eider-down, are the objects sought for. This trade has given to Hammerfest a more enterprising set of seamen than any other port in Norway. Their boldness and dexterity in destroying the white bear with lances is extreme. These beasts are not much dreaded in the summer, but when pressed by hunger in the winter, they become very daring in their attacks. A story is told of two Russians who were playing at draughts by the window of their hut, when a great white paw pushed through the pane, seized one of them by the neck, and attempted to drag him out. He escaped with the loss of a pawful of his hair.

"The N.W. boundary of Hammerfest harbour is a long narrow peninsula, called Fuglenæs. Near its extremity are the harbour light, a battery, and the house and large fishing establishment of Mr. Robertson.

"Immediately in the rear of the consul's house is a *granite pillar*, surmounted by a bronze globe with projecting axis, indicating the plane of the celestial pole, and on two sides of the pillar are inscriptions, one in Latin, the other in Norse, explaining that this is the most important station, though not absolutely the terminal station (which was on the North Cape) of the great European arc of meridian, whose southern termination is on the Danube. It was undertaken by the Sovereigns of Norway, Sweden, and Russia, 1816-52.

"On the same spot, or within an insignificant distance of it, Captain Sabine (now Lieutenant-General Sabine, President of the Royal Society) made an important series of pendulum experiments in 1823. Fuglenæs was one of a chain of stations extending nearly from the Equator to the Pole, at which pendulum observations were made for obtaining the variation of gravity on the earth's surface."—*G. B. A.*

Numbers of Lapps may be seen here and upon the neighbouring coast. Like their neighbours, the Kvæns, they are sadly addicted to drunkenness at times. With this exception, the total absence of anxiety of mind among them, their few and simple wants, and the high state of health and spirits engendered by their hardy habits, make them creatures rather deserving of

envy than pity. The Lapp will go for 30 Eng. m. through swamp and over rock, take his draught of milk, lie down in his wet clothes, and awake the next morning as fresh as when he began his journey.

Hammerfest is on the island of Kvalöe. The island was once well wooded, but there are now hardly any trees left, as they have been cut down for firewood, and no young ones planted to take their place. Much drift-wood is brought by the Gulf Stream here. "Think of Arctic fishers burning upon their hearths the palms of Hayti, the mahogany of Honduras, and the precious woods of the Amazon and Orinoco."—*Bayard Taylor's* 'Northern Travel.'

Seyland may be visited from Hammerfest. The summit of the mountain is 3408 ft., and commands very extensive and grand views. The most northern glacier in Norway is upon it.

While at Hammerfest, the tourist should not omit to ascend the *Diebsberg*, a mountain which rises almost immediately behind the town. The summit is marked by a stone cairn. The view thence is extensive and very fine. It is an easy walk of 2 hrs. to the top. Those not proceeding to the North Cape would do well to watch thence the midnight sun.

The Russian Government takes great pains to foster its trade with the northern provinces of Norway, which are mainly supplied with corn from that country. *Mr. Laing*, in his book on Norway, c. vi. (which deserves attentive perusal), fully and ably exposes the supposed views and objects of Russia as regards the N. of Norway.

The *Aurora Borealis*.—Mr. Everest, in his book on Norway, p. 129, thus describes it as seen by bright moonlight in this neighbourhood in the middle of September:—"Across the sky, to the N., stretched a white arch of light with a span as broad as a rainbow, and rather flatter. A large streak, shaped like a comet, lay within the arch, and this was continually changing both its figure and position. Sun, moon, or stars never yet gave so lovely, so hallowed a light." But it is much finer in the middle of November, when it assumes a great variety of forms; at times appearing like a rain of fire—a great fan displaying all the colours of the rainbow—or a hurried indistinct motion of shapes of light which might be compared to a mysterious dance of spirits.

Hammerfest to the North Cape.

Dist. 13 Norsk m., or 91 Eng.

The *Steamer* usually remains at Hammerfest 2 days prior to her return S. This sometimes gives sufficient time to visit the North Cape and return, so as to catch the boat before her return S. The best chance of doing this is to take the lightest boat and 4 men. It is not a good plan (except for economy) for a party to join in taking the same boat. Where there are 2 or more boats, a little emulation is created between the crews, and there is a better chance of a quick passage, as the Norsemen are not given to hurry themselves. It is better, however, to go by the Hammerfest and Vadsö steamer as far as *Gjæsvær*, where tolerable accommodation may be obtained, and, landing there, proceed by boat to the North Cape. This boat leaves Hammerfest every other Thursday. After visiting it, you can either wait for the same steamer on her return, or hire boats at each station, and return to Hammerfest, a distance of 11 m. from Kjelvik, 5½ from Havösund. Comfortable accommodation can be obtained at Gjæsvær by those wishing to wait the return of the steamer from Vadsö.

Ladies should not attempt the journey by boats to the North Cape, as they are not only liable to be ex-

posed to considerable hardships but may be unable to quit the boat for 20 or 24 hrs.

It is intended that the *Steamers* shall continue the voyage round to Vadsö, and perform that portion also of the postal service. This will be a great convenience to tourists wishing to visit the North Cape, as the whole voyage will then be made in the same boat.

A stock of provisions, with some brandy for the men, a cask of water, and plenty of wraps to keep out rain and sea, are essential. A glass or two of brandy to the men upon occasions facilitates the passage: a bargain should be made with them before starting, particularly if they are hired for the whole distance. The *scenery* beyond Hammerfest does not repay the expense and fatigue of the voyage. The grand mountains dwindle into insignificance, and all becomes dreary, barren, and of a uniform dull brown. The stations are—

* *Havösund*, 5½. From hence the most direct way to the Cape (should the wind serve) is to make for the bottom of the *Tue Fjord*, upon the island of Mageröe. Thence walk over to the *Riis Fjord*, and there take boat again, and cross the *West Fjord*, landing at *Hornvigen*, a small bight on the North Cape itself. The regular station route from Havösund is to

Kjelvik, 4½, pay for 5½. This station is upon the island of *Mageröe*, and a guide can be obtained for those who like to walk to the Cape, about 20 Eng. m. dist.; or a boat can be taken round the island to Hornvigen, from whence

The *North Cape*

may be ascended. The way up is steep—the highest point 935 feet above the sea. There is no particular wildness of scenery—around upon the island is nothing but a bare moor, and the sea is not more stormy or violent than upon other parts of the coast. No trees grow upon this island of Mageröe, but the sea throws ashore an abundance of drift-wood, which supplies the inhabitants with fuel. The sea is rarely frozen over in winter: though at Christiania, 300 m. further south, the Fjord is regularly closed by ice. For food their chief dependence is upon fish and wild fowl, which abound. The Gyr Falcon (so much prized for falconry) and plenty of eagles may be seen here.

There are few finer accounts of the North Cape, and of the Midnight Sun, than Mr. Carlyle's. He describes "Teufelsdröckh" emerging (we know not whence) in the solitude of the North Cape, on that June midnight, standing there, on the world promontory, looking over the infinite Brine.

"Silence, as of death," writes he; "for midnight, even in the Arctic latitude, has its character; nothing but the granite cliffs, ruddy-tinged, the peaceable gurgle of that slow-heaving Polar Ocean, over which in the utmost North the great sun hangs low, and lazy, as if he too were slumbering. Yet is his cloud-couch wrought of crimson and cloth of gold: yet does his light stream over the mirror of waters, like a tremulous fire-pillar, shooting downwards to the abyss, and hide itself under my feet. In such moments solitude also is invaluable; for who would speak, or be looked upon, when behind him lies all Europe and Africa fast asleep, except the watchmen; and before him the silent Immensity, and palace of the Eternal, whereof our sun is but a porch lamp?"—*Sartor Resartus*, p. 109.

The following is the description of the North Cape, also at midnight, by Mr. Bayard Taylor:—"It was now 11 o'clock, and Sværholt glowed in fiery bronze lustre, as we rounded it. The eddies of returning birds gleaming golden in the nocturnal

sun, like drifts of beech-leaves in the October air. Far to the N. the sun lay in a bed of saffron light, over the clear horizon of the Arctic Ocean. A few bars of dazzling orange cloud floated above him, and still higher in the sky, where the saffron melted through delicate rose-colour into blue, hung like wreaths of vapour, touched with pearly opaline flushes of pink and golden gray. The sea was a web of pale slate-colour, shot through with threads of orange and saffron, from the dance of a myriad shifting and twinkling ripples. The air was filled with the soft, mysterious glow, and even the very azure of the southern sky seemed to shine through a net of golden gauze. The headlands of this deeply indented coast—the capes of the Laxe and Porsanger Fjords, and of Mageröe, lay around us, in different degrees of distance, but all with foreheads touched with supernatural glory. Far to the N.E. was Nordkyn, the most northern point of the mainland of Europe, gleaming rosily and faint in the full beams of the sun, and just as our watches denoted midnight, the N. appeared to the westward—a long line of purple bluff presenting a vertical front of 900 ft. in height to the Polar Ocean. Midway between these two magnificent headlands stood the midnight sun, shining on us with subdued fires, and with the gorgeous colouring of an hour for which we have no name, since it is neither sunrise nor sunset, but the blended loveliness of both—but shining at the same moment, in the heat and splendour of noonday, on the Pacific Isles."—*Northern Travel.*

Those who expect to find nothing better than Lapps and their huts in this wild district of Finmarken will be surprised to hear that a party of English and American gentlemen, who missed the steamer from Hammerfest, and were detained till she made her next voyage, passed their time most agreeably amongst the kind and hospitable families. At a dinner party at one of the houses, they sat down 24 in number, which was followed by a ball, kept up till 4 in the morning.

From Hammerfest another steamer leaves for Vadsö soon after the arrival of the steamer from the S., touching at Havösund, Kjelvik for the North Cape, Repvaag, Vardohuus, and other places, arriving at Vadsö on the third day from Hammerfest. She returns in time to catch the steamer going southwards of the succeeding week. *Vardohuus* is a little fort, built by King Christian IV. of Denmark, more than 200 years ago, as a protection for her fisheries, and to guard against Russian encroachments in the Varanger Fjord. *Vadsö* is a wretched little place of about 800 inhabitants, with a summer of 6 weeks and a winter of 10 months. Potatoes can sometimes be grown there. From Vadsö, fishermen wishing to try the Neiden, or the Pasvig, must cross the Varanger Fjord to its southern shore in boats. E. of Pasvig, in about longitude 48° 30' E. (from Peröe), is the Russian frontier, and near here the sea in winter is frozen: and the Gulf Stream, which has brought warmth from the tropics to soften the rigour of the Norwegian climate throughout the whole length of the country, at length loses its force, and its track is lost in the Polar Ocean.

ROUTE 25.

CHRISTIANIA BY STEAMBOAT ROUND THE COAST TO TRONDHJEM, HAMMERFEST, AND VADSÖ IN EAST FINMARK.

The whole of this route, comprising near 2000 miles of coast, can

now be performed by means of comfortable steamboats, visiting almost every town in the country.

Printed lists of the times of departure and arrival of the *Steamers* at all their places of call upon this route may be obtained at the steamboat office on the quay at Christiania, on board the steamers, and at the hotels. Particular care should be taken to ascertain at the steamboat office whether any and what alterations will be made which may disarrange plans formed for meeting the steamers at any particular times and places.

The whole voyage from Christiania, along the coast up to the North Cape, may now be accomplished in 14 days. The steamers call at all the towns and settlements upon the coast; and at the towns usually stay long enough to see all the objects of interest they contain.

These steamers belong to Government, have strong crews, and are commanded by officers in the Royal Norwegian Navy, gentlemen who would do honour to any service. The captain and first officer on board all the Norwegian steamers speak English.

The fares reasonable. A place in the Chief Cabin from Christiania to Hammerfest costs but 35 sps., or 7*l.* 17*s.* 6*d.*, and in the Fore Cabin 22 sps., or 4*l.* 19*s.* Food and wines are paid for extra, and may be calculated at about 2 dollars per diem. This includes 4 meals and a pint of good French wine. The beds are clean and comfortable. Fees expected by the stewards and stewardesses, small, and at discretion: and it is usual to give something to the crew.

The scenery upon the land-routes across the mountains between Christiania and Bergen, and Christiania and Trondhjem, is so wondrously fine that the voyage all round the coast by this route is not recommended, except to those persons who from ill-health or disinclination may wish to avoid the fatigue and little discomforts in the way of roughing it which must be put up with in crossing the country.

The great advantage of these steamers to the tourist is that they enable him rapidly to move from place to place upon the W. coast, landing where he pleases for fishing, shooting, or exploring the most interesting scenery; for description of which see Rte. 24. The living on board is not cheap. The 'Nor' leaves Christiania for Bergen every other Thursday at 7 A.M., reaching Bergen on the following Thursday afternoon. If time is an object, this boat is the best to choose, as the steamers for Trondhjem leave Bergen on Fridays. (*See below.*)

For ladies and invalids this coast route offers the greatest advantages, as it enables them to visit some of the grandest scenery in Norway, without the fatigue of travelling much by land, or being but rarely, if at all, exposed to sea-sickness, as the steamers, after leaving the town of Stavanger, run almost the whole way between a belt of rocks and islands and the main land. This belt acts as a vast breakwater, within which the sea is quite smooth, let it be ever so rough outside. All the advantages of a sea-voyage are therefore obtained with few of its discomforts.

The society on board is of the upper classes of the Norwegians, and their kindly feeling towards each other, as well as to foreigners (and especially English and Americans), is very great, and adds much to the pleasure of the voyage.

In coming S., passengers, instead of going up to Christiania, can meet the steamer for Kiel at the mouth of the Christiania Fjord. (See Rte. 20.)

The sunset effects upon the W. coast are sublime. The scenery of

the wildest description, and at times most grand and picturesque, but this is the exception and not the *rule*, till W. of Christiansand. The islands and hills upon this iron-bound coast are in some parts quite barren, in others covered with firs and lovely little patches of verdure in the valley. But they are usually too low and rounded in the S. to be picturesque. In the N. they are much grander in height and outline.

Some of the best scenery in Norway lies in the upper parts of the Hardanger Fjord, the Sogne Fjord, and the Stor Fjord, which may be conveniently explored from the towns of Stavanger, Bergen, Aalesund, and Molde. Upon some of the large islands upon the W. coast there are red deer, and occasionally bears are met with.

For particulars as to the fishing and shooting to be had upon the fjords and near the coast, see Rte. 24. N. of Trondhjem, between the Namsen and Hammerfest, excellent *ptarmigan-shooting* is to be had near all the places at which the steamers call.

Two days N. of Trondhjem the Arctic Circle is crossed, and, about midsummer, the long and solemn twilight of the S. of Scandinavia is replaced by perpetual daylight during all the 24 hrs.

One day N. of Trondhjem is the *Namsen*, and a little to S. of Hammerfest the *Alten*. These two are considered the finest *salmon streams* in Norway.

If it be intended to explore any of the scenery of the fjords or inland then the preliminary information in Rte. 24, as to requisites for the journey, should be attended to before leaving Christiania. That route also describes most of the towns upon the coast.

The steamers 'Moss' and 'Foldin' leave Christiania every *Sunday* and *Thursday* morning at 7 o'clock, for Christiansand and intermediate stations, and continue through the summer every consecutive Thursday.

Since the weekly steam communication has been established with Hull, this, in a commercial point of view, is of great importance, as it enables the man of business to command his time, and to reach any particular locality he may desire, without the necessity of performing a long and tedious land journey.

Any one, however, desirous of reaching Alten or Hammerfest within the shortest period will neither select the coast journey by land nor voyage by steamer, but proceed across the Dovre Fjeld, through Gudbrandsdalen to Trondhjem, or through Österdalen (see Rtes. 26 and 31). Where time, however, is not so great an object, the coast voyage is very interesting. There is smooth water nearly the whole of the way; the steamer winding her way through the intricate channels formed by the myriads of islands that shelter the coast. The greatest attractions upon this route for fishing and shooting may be said to commence about Christiansand; the *grandest scenery*, however, is met with between Bergen and Christiansand, and in the Loffodens.

At *Hornelu* (see Forbes, p. 61) is the most stupendous sea-cliff in Europe. Its height is said to be 2800 Norwegian ft. (exceeding the height of Skiddaw, above Derwentwater), and the whole of this is bare rock, where not perpendicular, overhanging.

The steamer leaving Christiania on Thursday, at 7, arrives at

Dröbak, at 8½ A.M.

Moss, at 10 A.M.

Horten, at 10½. This town, a few years back, was nothing more than an inconsiderable village; it has now assumed the character of a town, and has become of importance as the chief naval station and marine establishment; a very respectable dockyard has been built, as well

as arsenals and depots for naval stores.

Vallo, 11½ A.M. Here the Copenhagen steamer is met, and the post for the westward taken on board.

LAURVIG, 2 P.M.

Frederiksværn, 3 P.M.

In Laurvig there are two respectable hotels. The town is charmingly situated at the head of a small fjord facing the S.E., and is built in the form of a crescent. The *ch.* is a picturesque building, and the view of it and the town from the sea is very pretty. The River Lauven falls into the fjord, near to the town on the S.E., and is the best salmon stream in the S. of Norway. The fish are large and abundant, and can get a long way up the river. There is a direct route to *Kongsberg* from this place, 9½ m.; the road, keeping along the valley of the Lauven nearly the whole way, presents a variety of picturesque scenery and charming subjects for the pencil (see Rte. 23).

Laurvig carries on a considerable trade with Great Britain, and owns a number of vessels: the official returns show that 26,029 tons of shipping left the port, and 37,936 tons arrived in one year. The Fritzo Ironworks are situated near Laurvig; *it is one of* the largest and most perfect establishments of the kind in the country.

In this neighbourhood, a watering-place, called Sandefjord, has sprung up, and is now, in consequence of the medicinal virtues of the waters, much frequented, not only by invalids from the capital, but the neighbouring towns and interior of the country, as well as from Sweden and Denmark. The baths are open from the 1st of June to the 31st of August. Gouty and rheumatic affections, cutaneous eruptions, scrofula, derangement of the liver, &c., as well as paralysis, have derived great relief, and in some cases cures have been effected by the internal use of the waters, together with the external application of an impregnated clay, which abounds in the neighbourhood.

Steamers regularly touch there during the season.

The steamer leaves Langesund on *Friday*, at 4½ P.M.

Krageröe, at 6 P.M. This small town is celebrated for the goodness of its oysters.

Risöer, 7½ P.M.

Dyngö, 9 P.M.

ARENDAL, 10 P.M. This is a small but pretty town, built on rocks projecting into the channel formed by the belt of islands off this range of coast, and near the mouth of the Nid Elv. Ships lie close to the houses, as the depth of water is ample for the purpose. The quay runs in front of the principal street facing the S.E.; it is broad and well laid out, and, viewed from the sea, the houses built upon it have an imposing appearance. Close to the town, on the banks of a small lake, there are some celebrated iron-mines.

The steamer leaves here again on *Mondays* and *Fridays* at 4 A.M.

Grimstad, 5 A.M.

Lillesand, 6 A.M.

CHRISTIANSAND, 8 A.M., is 161 English m. from Christiania. *Inns:* Ernsts, good; Britannia H.; Scandinavia H. (See Rte. 24.)

Christiansand is the capital of the province or diocese of that name, and ranks as the 4th city in Norway. It is the residence of the Stift Amtmand and the Bishop. It was founded in the year 1641, by Christian IV.; its harbour is one of the best in Norway. The *Cathedral* is a fine building of grey stone, and ranks next to those of Trondhjem and Stavanger. The situation of the town upon the Topdals Fjord, and with the rocks rising around it on the land side to a great height, is strikingly picturesque. The Torrisdal Elv enters the fjord close upon the E. side of the town. There is a branch of the *National Bank* here, and a Grammar School, where scholars are prepared

for the University. The town is defended by a fortress on the small island of Odderö, at the entrance to the harbour. Christiansand contains about 10,000 Inhab., remarkable for their tall stature, the average being above 6 ft.; it has a considerable trade, the arrivals and departures annually being about 54,345 tons and 54,548 tons respectively. Great quantities of lobsters are shipped from hence for the London market, 24 lobster smacks being regularly employed in this trade during the season.

There is a fine bridge over the river leading to *Oddenas Church*, a building of some antiquity, situated about ¼ of a mile from the river. In the ch.-yd. are several old tombstones; and a *Runic Stone*, supposed to be as old as the middle of the 11th centy., is worthy the attention of the antiquary.

A British Vice-Consul is settled here.

The *Vikeland-fos* is about 10 m. N.W. of Christiansand. After 2 or 3 m. the road gains the bank of the Torrisdal; about 4 m. farther is a ferry over it. The River Otter, rapid and encumbered with floating timber; but a skilful boatman will take you against the stream to within 1 m. of the Fos. You may descend from it to the ferry, over 2 rapids, which appear frightful, but are mastered by skilful boatmen, and the scenery is glorious, between cliffs many hundred ft. high.

About 1 m. higher up the Torrisdal River is a fine fall, "Hel-fos." The salmon-fishing is well spoken of, and is abundant during the season.

Travellers frequently land at Christiansand, and strike into the country at once, either to the Hardanger, Tellemarken, or to Sæterdal. For distances, stations, &c., see Rte. 24.

The steamers 'Hakon Jarl,' 'Jupiter,' and 'Nid Elvin,' leave Christiansand in turns every Monday at noon, touching at Kleven, Farsund, Flekkefjord, and Egersund; and arrive at Stavanger, Tuesdays (from September 7, Wednesdays).

Steamers: Christiansand to Leith, once a fortnight, in 45 hrs.

Egersund is one of the numerous ports of refuge on this coast, containing 7000 Inhab.; it carries on a lively trade with our northern ports, and with its lobster trade gives regular employment to several of our lobster smacks.

STAVANGER (*Inns:* Hôtel du Nord; —Holts in Kirkegaden; — Madame Jespersen's; see Rte. 24), although only containing 12,000 Inhab., is an important town; it derives its importance, however, from the herring-fishery, the annual catch of which averages between 300,000 and 400,000 barrels. It is one of the most ancient towns in Norway, and was a bishopric prior to the foundation of Christiansand. The *Cathedral*, with the exception of that of Trondhjem, is considered to be the most perfect specimen of the architecture of the Middle Ages in Norway, and is very interesting. It has undergone a complete restoration. The nave is Norm., the rest Gothic of the 13th centy., "of the Early English character." The church has a square E. end.

The town is built on the N.E. side of a large promontory in Stavanger Fjord, and commands beautiful views over the fjord and the range of mountains in the distance to the E. and N.E., extending up to the Hardanger range. A small island in front of the town renders the harbour one of the most secure on the coast.

There is a considerable trade between the Baltic and this port, as well as with France; the tonnage that enters in and out during the season is considerable; according to the last return, 27,690 tons entered, and 31,408 tons departed.

Excursions from Stavanger are numerous and beautiful (see Rte. 24).

The *steamer* leaves Stavanger again after a short stay, and touches at *Kobbervig, Haugesund, Mosterhavn, Leervig, Teröen.*

For those who wish to explore the Hardanger Fjord, this is the best place to leave the steamer (see Rtes. 21 and 23).

From Bergen they leave every other *Friday* and *Sunday morning*; Aalesund and Molde, the following *Saturday* and *Monday;* Christiansund, *Sunday* and *Tuesday*, and arrive at Trondhjem same days.

The *steamers* 'Æger,' 'Prinds Gustav,' 'Lindesnæs," leave Trondhjem in turn every *Wednesday* at 8 P.M., and reach Hammerfest the following *Wednesday* afternoon. They reach Namsos, at the mouth of the Namsen, on *Thursday* at 1 P.M. From Namsos to Hammerfest the voyage occupies about 6 days. The general features of the coast have been described in Rte. 24. It has not been thought necessary to give a list of all the petty stations at which the steamer calls. Printed lists (to be obtained also in Christiania) are hung up in all the steamers, which give full information of the days and hours at which the steamer calls at the various stations. She stops 6 hrs. at Bodö to coal, 24 at Tromsö, and about 48 at Hammerfest, before commencing her return voyage. From Hammerfest another steamer, in connection with this, proceeds every other Thursday, as stated in Rte. 24, to Vadsö, in East Finmark, arriving there the following Sunday, and returning to Hammerfest in time to catch the steamer going from Hammerfest in the ensuing week.

The whole voyage, with the exception of the short distance between Grotö and the Loffoden Islands, is among the numerous islands which surround the coast, and which form one of the most extensive and splendid inland navigations in the world; if the weather be fine, which is very likely to be the case during the summer months, the admirer of Nature in her sternest form will be amply repaid for the fatigue and expense of the voyage.

Those desirous of proceeding from Trondhjem to the Namsen and Alten Rivers for salmon-fishing will find full particulars in Rte. 24. *For the Namsen,* passengers can land at Namsos at the mouth of the Namsen, and from thence take a boat to *Spillum,* $4\frac{1}{2}$ m., upon the Namsen Fjord (see Rte. 24), and only $1\frac{1}{4}$ m. by land from the Hun Station upon the Namsen.

For the *Alten,* passengers land at * *Bosekop,* 1 m. by land from Alten, for which see Rte. 24.

Prior to the establishment of a steamer, in 1838, the only means of proceeding to the N., after leaving Aargaard, or Foldereide, N. of the Namsen River, was either by hiring a boat with 3 or 4 men for a certain distance, or by the regular post, changing boats at each of the stations *en route.* The names of the stations, and the distances for a boat voyage, are given in Rte. 24.

This mode of travelling has its charms to the scientific traveller; and especially to the naturalist and geologist, it affords by far the most satisfactory means of investigating the objects he is in pursuit of. The three summer months affording one almost continued day, the ground is quickly traversed, and the traveller has the advantage of stopping and making detours where and how he pleases.

At almost all the water-stations N. of Trondhjem, comfortable quarters will be found, and the islands and fjords contain numerous fishing-huts.

HAMMERFEST, see Rte. 24; also for information as to making the voyage from thence to the *North Cape.*

ROUTE 26.

CHRISTIANIA TO TRONDHJEM, BY RAIL TO EIDSVOLD, THENCE BY STEAMER OVER THE MIÖSEN LAKE TO LILLEHAMMER, THROUGH GUDBRANDSDAL, AND OVER THE DOVRE FJELD.

Dist. 497 Norsk m., or a little under 350 Eng. The time requisite for this journey is 4 or 5 days. Those who are desirous of going by the steamer from Trondhjem, either S. or N., should ascertain the exact day of its departure at Christiania, so as to regulate their journey accordingly. The post goes twice a week by this road, and Forbud papers can be sent by it.

See preliminary observations, and Rte. 21. It is possible for travellers to go by road from Christiania to Eidsvold, or Minde on the Miösen. The stations are—Christiania to † *Grorud*, $\frac{7}{8}$; † *Skrimstad*, $\frac{7}{8}$, pay for 1 m.; † *Klöften*, $1\frac{1}{8}$; † *Trygstad*, $\frac{3}{4}$; † *Dahl*, $1\frac{1}{8}$; *Svendses*, $\frac{5}{8}$; † *Eidsvold*, $\frac{5}{8}$. From Svendses to † *Minde*, $1\frac{1}{8}$. From Eidsvold to † *Minde*, $1\frac{1}{8}$; in winter time, when the ice bears on the Vormen, only $\frac{1}{2}$ hr. is required for this stage. These are all fast stations; but the road is so uninteresting that the rly. is always preferred. It may be as well to remark that a road turns off westwards from Grorud, and joins Rte. 27 near Sogstad; and that at Klöften the road to Stockholm through Kongsvinger turns off to the E. (Rte. 35).

RAIL.—Two *passenger trains* run daily from Christiania to Eidsvold, and back, morning and afternoon each way, performing the journey in a little under 3 hrs. From June 22 to August 22, there is an additional train up and down, leaving Christiania at 12.30, and Eidsvold at 12.45. During this period the 'Skibbadner' leaves Lillehammer in time to arrive at Eidsvold for the 12.45 to Christiania, and returns immediately to Lillehammer with the passengers by the 12.30 from Christiania.

Two steamers, not very good, and often very crowded, constantly ply on the Miösen, so that, by leaving Christiania by the morning train, travellers can reach Lillehammer at the N. end of the lake the same evening, a distance of 17 Norsk m., or 115 Eng.

The steamer leaves Eidsvold on the arrival of the morning train from Christiania, and after ascending the Vormen to Minde, at the S. end of the Miösen, it proceeds on its voyage to Lillehammer, calling at various places *en route*. The average passage is 6 hours.

FARES.—From Christiania to Eidsvold by rail, 1st class, 6 marks; 2nd class, 4 marks; 3rd class, 2 marks. From Eidsvold to Lillehammer by boat, 1st place, 6 marks 2 skillings; 2nd place, 4 marks 4 skillings.

If the traveller intends to pursue his journey beyond Lillehammer, he had better buy his carriole and all necessaries for the journey in Christiania. The preliminary remarks in Rte. 21, concerning requisites, &c. for the journey, are applicable here; with this exception, that by selecting his night-quarters carefully, and by sending a Forbud to order horses, and provisions to be ready, the traveller will always obtain eatable food. If he cannot eat the black rye-bread of the country, he had better take a box of biscuits from Christiania. On the road it is expedient to have the wheels of the car-

riole greased every morning, or at least every other morning. Patent boxes, or axles, are not yet introduced.

Railway to Eidsvold, 42 Eng. m. 12½ Lilleström Junct. Stat.

[*Branch railway* to Kongsvinger, Charlottenberg, and Arvika, in progress to Stockholm (Rtes. 32 and 35).]

Eidsvold Stat.

Near *Eidsvold* there is a mansion formerly belonging to the Anker family, celebrated for being the spot where the members who framed the Constitution of Norway in 1814 met, established and proclaimed the independence of the country. The house has been purchased by public subscription in commemoration of that event.

From *Minde*, Rte. 29, on the E. side of Miösen, diverges to Lillehammer; and from Korsodegaarden, on that route, the road through Österdalen up the valley of the Glommen, Rte. 31, turns off to the E.

From *Svendses*, ⅝ m. from Eidsvold on the old Christiania road, Rte. 28, on the W. side of Miösen, to Lillehammer, turns off. The roads on both sides of the lake are infamous, and the steamer should always be taken in preference. If obliged to take either, select Rte. 28 on the W. side.

The accommodation at Minde is good, and good grayling fishing may be had towards the end of August, both here and at Eidsvold. The water here is icy cold, so that bathing would be highly imprudent. No salmon can get up here, on account of the falls of the Glommen, of which the Miösen Lake is a feeder. There is a species of fresh-water herring in the Miösen, which is taken in large quantities.

The *Miösen Lake.* This beautiful water extends from Minde to Lillehammer, on the N.W., 63 Eng. m. It has several branches, all on the E. bank; the largest of them is nearly in the centre of the lake, at its widest part, opposite the island of Helgeö. The streams and torrents flowing into it are numerous, but its principal tributary is the Logen, which enters the lake at Lillehammer. Minde is in the Agershuus district. On the E. bank of the Miösen, 1½ m. from Minde, the Hedermarken district begins, and continues till near Lillehammer. 2 m. from Minde on the W. bank, the Christians' district or province of Thoten, begins, and continues all the way up. The town of Lillehammer is in this district, which extends to the N. of the Dovre Fjeld.

This lake was violently agitated at the time of the great Lisbon earthquake, on 1st Nov. 1755; on which occasion, it is said, that its waters rose 20 ft., and then suddenly retreated. Again in 1860, during the disastrous flood, the water rose to an enormous height. A mark in the railway hotel at Eidsvold shows the level it attained. The scenery towards the end of the lake is more pleasing than picturesque—the hills upon the banks are rather low, and wanting in fine outline; they are covered to the water's edge with woods of alder, birch, mountain-ash, &c., and in the lower slopes, and forests of pine and fir above. The farms on both sides are very numerous and valuable. Towards the head of the lake the scenery becomes finer, the hills increase in height, and are more picturesque in form.

The *cuisine* on board the steamers is moderately good and very reasonable. The wine excellent. Carriages and carrioles are placed upon a barge which is towed by the steamer; there is rarely any chance of there being no room to take a carriage, for if they have more goods and carriages than one barge will carry, they quickly have a second in tow. The steamer calls at ten places for goods and passengers

during the voyage. The variety of passengers is amusing, and the habits of many of them most primitive. Tobacco is in great request amongst all classes of the men, and its *consequences* are visible in all directions on the deck. But the honest, open-hearted bearing of the people, added to their constant and sincere desire to oblige strangers, who are visiting the country, make ample amends for all their little eccentricities.

About halfway up the lake the site of *Stor Hammer* is passed; it was formerly a town of considerable extent, and the seat of a bishopric. The Swedes burned and plundered it in 1567. Some considerable and picturesque *ruins* of the *Cathedral* still exist, which may be seen from the lake. "They chiefly consist of a wall with four round arches. The cathedral remained nearly entire till towards the end of the 17th centy., when it went to ruin. It was formerly very magnificent, and contained many paintings and ornaments; a large organ, and a miraculous crucifix, that wept blood from a reservoir in the head. There were also three other churches in Stor Hammer, of which no vestiges are left. It is now again a rising little town."—*W. E. C. N.*

Near it is the estate of George Bidder, the engineer.

Somewhat further up, on the island of Helgeö, are the ruins of a castle, built by Hako IV. It is in contemplation to erect extensive works of defence upon this island, and make it a grand military arsenal of the country.

Opposite this island of Helgeö, on the W. bank of the lake, is the village of Hof, where the steamer calls for passengers. Hof is close to Sogstad, from whence a most curious obelisk may be visited (see Rte. 28).

Halfway between Stor Hammer and Lillehammer on the E. shore, is the church of Ringsaker, said to be built on the site of one of King Olaf's victories. Inside there is a curious carved altar-piece, painted and gilt.

T. * † LILLEHAMMER. Station-house comfortable, and charges reasonable. (*Inns:* Ormsrud's Hotel, first-rate, good food; Hammer's Inn, tolerably comfortable, but dear. Carrioles are sometimes to be bought here. "This town was formerly of considerable extent, and the seat of a bishopric. It had a cathedral and a monastery, both founded about 1160, by Adrian, an Englishman, at that time the Pope's legate in Norway. He afterwards became a cardinal, under the name of Nicholas Breakspear, of St. Alban's, and Pope, under the title of Hadrian IV. The place was burned by the Swedes in the 17th centy."—*Laing's* 'Norway.'

Lillehammer is now a small but rising town; population above 1000. It is situated at the head of the Miösen, on high ground, overlooking the lake, having the river *Logen* on the W., at its confluence with the lake. The trout in the Logen are celebrated, and for some distance up the stream run to a very large size.

There are several sawmills upon a small torrent, the Mesna, on the N. of the town. It will be worth while exploring this stream a short distance up. There is a fine fos about 2 Eng. m. from the town, which in the early summer is seen to best advantage. The walks around here are beautiful. From a seat upon the Christiania road, a short distance on the S. of the town, there is a most extensive and lovely view over the lake and surrounding country. It should, if possible, be seen at sunset.

The banks of Lake Miösen, and of its feeding river, the Logen, for the distance of 170 Eng. m. from Tofte, in Gudbrandsdalen, afford a

series of the finest landscapes. The grandeur of the forest-clad mountains which enclose the rich but somewhat monotonous valley of Gudbrandsdal is quite equal to its beauties, and the fertility of the banks.

In going South from Lillehammer, this route may be varied by following Rte. 28, to Kræmmerbakken, along the W. side of the Miösen. From Kræmmerbakken, by Rte. 27, to Grinagermarken, and from there, by Rte. 21, to Christiania. Or along the W. side of the Tyri Fjord to Drammen, Kongsberg and the magnificent Riukan-fos (see Rte. 23).

"The most striking features of the road between Lillehammer and Trondhjem are the entrance of Gudbrandsdal between Lillehammer and Moshuus, the pass of Rusten between Laurgaard and Brændhaugen, and the descent of the Driva from Kongsvold to Drivstuen." —*Forbes'* 'Norway.'

Gudbrandsdalen. This beautiful valley commences at Lillehammer, and extends up to the foot of the Dovre Fjeld, about 168 Eng. m. The greater part of it is narrow and winding, with mountains of somewhat uniform outline on either side, cultivated on the lower slopes, and generally covered with pine-forests in the upper parts. In no part does its scenery, though pleasing, attain to Alpine grandeur. Here and there the valley widens for a short distance, but nowhere to a greater extent than 6 or 7 Eng. miles.

On leaving Lillehammer, our road continues N., and shortly commands an extensive view over the town and lake. A torrent from the E. is crossed soon afterwards, and the road joins the margin of the river Logen, on the l. bank. A succession of rapids and cascades are passed, as the road continues to ascend the valley. The colour of the water is of a milky blue, like snow-water, but it abounds in fish.

† *Aronsveen i Öier*, 1⅞. About 3 Eng. m. S. of Moshuus. A diligence runs daily between Lillehammer and Elstad, leaving the former at 6 A.M., and the latter at 1 P.M. Not very first-rate quarters. The shooting as well as fishing about here well spoken of. Near this place the river makes a grand fall, called the *Hunnefos*, beyond which the lake trout cannot get up the river. They come up, like salmon, to spawn, and some of these monsters have been taken here, weighing up to 36 lbs. Above this fall the fish are smaller, but most abundant in the Logen, and all its tributary lakes and streams; not only trout, but various other kinds. Farms thickly studded on both sides of the valley. A steep hill occurs on this stage, passing through a pine-forest; exquisite views of the river beneath and valley beyond.

† *Holmen i Thrötten*, 1⅞. Station-house some distance off the road, on the rt., very good; fine view from it. 15th Aug. a large horse fair is held here, which lasts for 3 days. It is well attended. Some of the finest horses in Norway may be seen at it, many of them as much as 16 hands high, and beautifully shaped animals; but for service they are not to be compared with the smaller and more genuine Norwegian breed.

A little beyond Holmen the *Moxa Elv* dashes across our road, while on the l. a by-road crosses the river by a picturesque log-bridge, and leads to a most wild and mountainous country on the N.W. full of small lakes and torrents.

The river forms a narrow lake nearly all this stage. There is no longer any steamer plying on the Losna Vand.

† *Bakkegordet i Fodvang*, 1½. The *Troms Elv* is crossed upon this stage, up the valley of which stream a horse-track turns off to the E. and joins Rte. 31, near the Messelt station upon the Glommen.

Near here the road crosses the *Troms Elv*, the bed of which is some 200 ft. below. To the right is seen a picturesque fissure in the mountain. It is called the "Devil's Rock," as the torrent is subterranean for some distance from the spot where it issues from the mountain.

† *Skjæggestad i Ringebo*, 1. The station is excellent, and the *Inn* beautifully situated. It is built on the point of a hill, which projects into the valley, and commands extensive and lovely views. Excellent road all the way from Lillehammer to this place. The snipe-shooting in the valley below is said to be excellent. By the roadside opposite the turn to the station is the picturesque and antique church of Ringebo.

Two torrents from the E., the *Vaalen Elv* and *Erye Elv*, dashing through picturesque rocky gorges, are crossed about midway on this stage. Near the latter a horse-track turns off on the right to the valley of the Glommen (Rte. 32).

* † *Listad i Söndre Fron*, 1¼. Shooting about here is said to be fine. A capital station.

On this stage the valley widens, and is more highly cultivated, but the upper parts of the mountains still clothed with continuous pine-forest. The stream again becomes very rapid, and forms two fine and picturesque cataracts. The land near the river exceedingly rich.

† *Öien i Nordre Fron*, ⅞. Very comfortable quarters, one of the best stations on this road; white bread and good wines. A torrent, the *Seid Elv*, is crossed near the station, and the road keeps close to the Logen. Irrigation prevails here extensively, and continues for several stages—the water being led down the mountains in wooden troughs to the different farms.

* † *Storklevestad i Qvams*, 1⅛. Comfortable quarters and reasonable charges; game said to be plentiful about here. Better quarters may be had at Viig, the old station, about 1 Eng. m. S. of this. Situation of the station beautiful, on the bank of the stream, and surrounded by mountains. Some of the timbers in this house are shown which formed part of the old house in which St. Olaf was born, and which stood near this spot.

On leaving Storklevestad, the valley takes a westerly direction, and winds a good deal, the stream dashing along at a racing pace. Not far from Viig, the ch. of *Qvam* is passed on the rt. Here Colonel Sinclair was buried. The scene of his slaughter and that of his devoted band is passed on the next stage. The *Veglie Elv* is crossed soon afterwards, and about here the road is 863 ft. above the sea, according to Forsell's map. About midway upon this stage, the valley again turns almost due N. At this bend of the valley the *Hedals Elv*, from the W., joins the Logen. A horse-track leads up the valley of the Hedals Elv to the mountains on the W. A road turns off from Viig to Espedals Ironworks, distant 4½ m.

[From Breden, Moen, and Rommundgaard, the three succeeding stations, there are roads leading through Vaage to Lomb parish.

a. From † *Breden* to *Slette*, 1⅛; *Havilstad i Hedal*, ¾; *Nordre Snerle i Vaage*, 1⅝ (pay for 1¾, and for 1⅞ returning); † *Svee*, ⅞; *Gardmo i Lomb* 2; † *Andvord*, 1¼; † *Rödsheim*, or Loos, 1¼. Rödsheim, a very good mountain Inn, excellent quarters for expeditions. Landlord—a trusty guide. Hence, pedestrians, or even a horse, can go over the Sogne Fjeld to Optun, 5½ m., in Nordre Bergenhuus Amt; and from Optun there is a track to the head of the Lyster, or of the Aardals Fjord, the two westernmost arms of the Sogne Fjord. From the head of Lyster Fjord, boats to Leirdalsören can be taken on Rte. 21, which see. This route will take pedestrians through

some of the wildest parts of Norway: considerable hardship will have to be endured. *b.* from †*Breden* or from †*Moen* to †*Nedre Aasören*, 1; *Snerle*, 1¾, &c. (see above). From *Rommundgaard* to †Svee, 2 m., (see above). From Rödsheim, Galdhöpiggen, the highest mountain in Norway, may be ascended: a very interesting excursion. It is 8300 Norsk ft. above the sea. A pedestrian may force his way hence over snow-covered fjelds, ascending Glittertind on his way, 7800 ft., to Gjendin Vand, thence to Bygdin Vand, a large mountain-lake, 3500 feet above the sea. If not fortunate enough to fall in with a hut, the traveller will have to camp out. There is a hut at the W. end of Bygdin Vand.

From thence along the Tyen Vand to Nystuen on the Fille Fjeld (Rte. 21). The traveller may sleep 1st night at the Visadal Sæter, 2nd at the Sæter at the head of Gjendin Lakes, and the 3rd at Tieu Vand. This path should not be attempted without a guide, and it may be no easy matter to get one. It was followed in 1852 by Mr. M., however, without one, but there is considerable risk in the undertaking. The scenery at the head of *Visadal* is well worth exploring from Rödsheim, if you do not cross the pass to Nystuen. From Optun, Skagstöltind, 7877 ft., a peak of the Horungerne mountains, may be ascended.

For further information, see Rte. 38.]

*† *Breden* and *Bredevangen i Sels*, 1½. Breden is the winter, Bredevangen the summer station. Near here the river forms a small lake, close to the head of which the *Otta Elv* joins the Logen on the W. A little farther up, a torrent from the E., the *Ulen Elv*, forms a picturesque fall, and turns several sawmills. Soon after leaving Solheim, the road passes a very steep hill, called *Kringelen:* the scene of the massacre of Colonel Sinclair and his Scotch followers. At this spot a small post with an inscription marks the spot where Colonel Sinclair fell. In 1612, during the war between Christian IV. of Denmark and Gustavus Adolphus of Sweden, a body of Scotch troops had been raised for the service of Sweden. The Danes were at that time in possession of Gottenburg; and from Calmar, in the Baltic, to the North Cape, the whole coast was occupied by the subjects of Christian IV. The Scotch, therefore, decided on the bold plan of landing in Norway, and fighting their way across it to Sweden. A portion landed at Trondhjem, and the rest, 900 strong, commanded by Col. George Sinclair, landed in Romsdalen, Aug., 1612 (see Rte. 30), from whence they marched towards this valley, ravaging the country on their way. At Kringelen an ambush was prepared by about 300 peasants; huge quantities of rocks, stones, and trees were collected on the mountain, and so placed that all could at once be launched upon the road beneath. Everything was done to lull the Scotch into security, and with perfect success. When they arrived beneath the awful avalanche prepared for them, all was sent adrift from above, and the majority of the Scotch were crushed to death, or swept into the river and drowned; the peasants then rushed down upon the wounded and stragglers and despatched them. Of the whole force only two of the Scotch are said to have survived. But accounts differ on this point, one being that 60 prisoners were taken and afterwards slaughtered in cold blood.

Sinclair's lady is said to have accompanied him, and it is added that a youth who meant to join the peasants in the attack was prevented by a young lady, to whom he was to be married the next day. She, on hearing that one of her own sex was with the Scotch, sent her lover to

her protection; Mrs. Sinclair, mistaking his object, shot him dead.—*Laing's* 'Norway.'

The rest of the Scotch, with some Dutch, were completely successful in their object. They were commanded by Colonel Mönnichofen, landed N. of Trondhjem, marched upon Stockholm, which they aided in relieving from the Danish forces most opportunely, and enabled the Swedish monarch soon afterwards to conclude advantageous terms of peace.—*Geyer's* 'Histoire de Suède.'

In a house near this place of slaughter it is said that some arms and other trophies taken by the peasants from the Scotch are preserved.

The road now follows the stream, and from the foot of this celebrated hill there is a most picturesque view of it, and the valley and river on the rt. Before arriving at the next station, the stream is crossed by a bridge to the rt. bank.

† *Moen i Sels*, ¾. Poor stat.

† *Laurgaard i Sels*, ¾. A very excellent station. Shooting around here said to be fine. Reindeer are often to be met with in the *Rundane Mountains*, about 3 m. N.E. of this. Also white foxes and wolves. The most W. of this group is 6000 ft. above the sea. On the opposite side, a little higher up, the *Sæter Aae* joins the river. [From Laurgaard, the old station, a by-road branches off to the W. by the Vaage Vand, from whence horse-tracks lead across the mountains of the Sogne Fjeld, Rte. 38, and by the Justedal Glaciers to the Sogne Fjord (see Rte. 21). The distance from Laurgaard to Sandböe is 2 m. Also to the high-road on the W. coast between Bergen and Molde, Rte. 24. Ponies and guides may be obtained at the different stations. The bridge at Laurgaard is 1000 Eng. ft. above the sea, and the highest point passed on the next stage is about 1800, descending again, however, considerably to the church at Dovre, which is not more than 1500.]

Continuing our route, the road is very hilly on this stage, and traverses the magnificent *Pass of Rustun*, the mountains drawing together, and the river forcing its way between precipices of gneiss; the scenery grand in the extreme, and increasing in wildness. During this and the next stage the mountains on the W. are those of the *Haalangen Fjeld*. In one part the road is carried over the shoulder of a mountain called *Rusten*, at a great height above the level of the river, which foams through the narrow rocky gorge.

* † *Brændhaugen i Dovre*, 1. A nice clean station. Reindeer venison is sometimes to be had here. The trout-fishing and shooting about here highly spoken of. The road still continues on the left bank. Numbers of small farms up the sides of the mountains on this stage; the soil light; and vast forests of pine. River close on the left all the rest of the way. The village of Dovre and its pretty church are passed on the left, shortly previous to reaching the next station. The Gudbrandsdal is considered as commencing from this village of Dovre, and the fjeld properly begins at

* † *Toftemoen i Dovre*, 1 (comfortable stat.). Road still continues close alongside the river all the way, and gradually ascending. The valley contracts, and the soil becomes more sandy. It is said that the station-master here can trace his pedigree up to Harald Haarfager.

T. * † *Dombaas i Lesje*, 1. Capital quarters. Station at some distance off the road on the left. A treeless upland, 2000 ft. above sea-level.

Here Route 30 turns off, l., leading through the magnificent valley of Romsdal to the town of *Molde*, on the N.W.

Our route now quits this valley of the Logen, and, turning (rt.) N.E., the ascent of the

is commenced, which soon becomes very steep. Splendid views are obtained over the *Lesje Vand*, on the road to Molde. The road passes through a picturesque forest of old Scotch firs before arriving at the next station; and a small lake, the *Fogs Aae*, is crossed, which is the source of one of the large tributaries of the Glommen. The limit of Scotch fir here is about 2870 Eng. feet above the sea: birch ceases about 400 feet higher.

* † *Fokstuen on Dovre*, 7, pay for 1. The station is much improved; it is 3150 feet above the level of the sea. A short distance from hence the plateau of the Dovre Fjeld is attained, but the road gradually ascends during all this stage. About midway it passes between two desolate-looking lakes, formed by the stream from the Fogs Aae, which runs through them. The lake on the left is the *Volu*, and from thence the stream takes the name of the *Folda*. The scenery wild, and vegetation scanty; a vast undulating moorland, without large or fine rocky outlines. A few stunted birch are the only trees to be seen.

* † *Jerkin on Dovre*, 1. An *excellent* station (sometimes spelled *Hjerdlkin*), somewhat like a hospice on an Alpine pass. Everything clean and good, excellent country *cuisine*, and great attention paid to the comfort of the guests. Charges very reasonable. There are five good and well-furnished rooms. English sportsmen stay here 2 or 3 months at a time for the sake of the shooting. The station-master is a large farmer—breeds horses extensively, and is quite a genius. The rooms are decorated with his paintings, and his carvings in wood are admirable. Specimens may be purchased, such as spoons, handles for knives, &c., carved in reindeer horn. There also may be seen all the economy of a mountain farm. The dairy at Jerkin is well worth a visit. Potatoes grow near the house. In fact, whether for grand scenery, sporting, or comfort, this is one of the most tempting places in all Norway at which to linger, at least for a few days. The postman acts as carrier for anything which may be wanted from Christiania or Trondhjem. Ladies will, perhaps, be favoured with a sight of the family wardrobe, and amused at the number and variety of the dresses hung round the room, furs for winter, &c.

The establishment of Jerkin as a station dates from the early part of the 12th century, together with Fogstuen and Tofte on the S.W., and Kongsvold on the N. They are called *Fjeldstuen* (mountain lodgings), and, as such, are rent and tax free.

This station is seldom without reindeer venison, which is supplied by a man who lives in the immediate vicinity of the mountain of Sneehætten. He is said to be a crack shot, and acts as guide and keeper for any sportsman stopping here. He has dogs, but they are useless except for deer or hares. Ptarmigan are plentiful, and a good brace of setters would be invaluable for them. "A capital *trout stream* crosses the road about halfway between Jerkin and Fokstuen. Below Aufin's Bridge is the best place; trout small, but numerous."—*A. C.*

The Dovre Fjeld mountains afford the finest *botanical* field in Norway, and Jerkin, Fogstuen, and Kongsvold are the best stations for variety of rare plants.

From Jerkin a station-road runs E. for some distance down the valley of the *Folda Elv* (Foldalen), and joins Rte. 31 in the valley of the Glommen, at *Neby*. The deer-stalking at Foldalen, in the autumn, is well spoken of, and elk, though

very scarce, are at times met with there.

[*Excursion to Sneehætten.*—Jerkin is an excellent place from whence to visit this celebrated mountain; horses and guides can be obtained here. A day's provisions, including some brandy, are requisite. The view from the summit of the mountain, at sunrise and sunset, is sublime.]

Sneehætten is on the N.W. of Jerkin; the ascent is so gradual that much of the effect of its great height, 7714 English feet, is lost. Its peaked summit is only about 3500 feet above the base from whence it springs. It was long considered the highest mountain in Norway, but it appears that *Skagstöltind* in the Sogne Fjeld (see Rte. 38) is 163 feet higher;* and Galdhöpiggen (see Viig, in this route) is still higher, being 8300 Norsk feet.

"Sneehætten may be ascended in an easy day from Jerkin; it is 3 or 4 hours' riding to the base of the mountain, and from thence about 2½ hours' walking to the top, most of it over that peculiar kind of snow-ice which is, I believe, found on the highest summits of snow-mountains. The ascent is without difficulty. The view is fine; to the N. a very wild prospect of mountains; to the E. an immense table-land of moor. It is well to take horses, as many streams must be crossed. Sneehætten forms the N.W. extremity of one of those ridges of high snow-mountains which rise out of the great table-land of moor which separates the E. and W. declivities of the Scandinavian mountains. It rises much above the snow-line, and contains true glaciers. The mountain itself is very picturesque: at the foot lies a little lake, backed by glaciers, and those again by black precipices, rising above them in the form of an amphitheatre. It is a remarkable instance how much more the height of the snow-line depends upon the accidents of situation and atmosphere than upon latitude, that the table-land about Jerkin, which in summer is entirely free from snow, rises to a height as great or greater than those mountains near Bergen, which, in a much warmer climate, and a degree and a half farther S., contain glaciers reaching down almost to the sea-level."—*C. T. N.*

"On the summit of Sneehætten there is a crater, which is broken down on the N. side, and surrounded on the others by perpendicular masses of black rock, rising out of, and high above, beds of snow that envelope their bases. The interior sides of the crater descended in one vast sheet of snow to the bottom, where an icy lake closed the view at the depth of 1500 feet from the highest ridge. Almost at the top, and close to the snow, which had probably but a few days before covered them, were some very delicate and beautiful flowers, in their highest bloom, of the *Ranunculus glacialis* growing most profusely; nor were they the only inhabitants; mosses, lichens, and a variety of small herbaceous plants, were in the same neighbouroood; and, lower down, dwarf birch, and a species of osier, form a pretty kind of thicket. The tracks of reindeer appeared on the very topmost snow."—*Sir Thomas Acland:* MS. Letter.

Mr. Laing says:—"The most extraordinary feature of this mountain tract is that the surface of the Fell and of Sneehætten to its summit is covered with, or, more properly, is composed of, rounded masses of gneiss and granite, from the size of a man's head to that of the hull of a ship. These loose rolled masses are covered with soil in some places; in others they are bare; just as they were left by the torrents which must have rounded them, and deposited them in this region."

* Forsell's map, published at Stockholm.

On quitting Jerkin, a short but very steep ascent leads to the highest point of the Dovre Fjeld road, 4594 feet above the sea. To the W. the summit of Sneehætten may be seen in clear weather. The road quickly begins to descend from this grand and desolate region; high poles are fixed on each side of the road to mark the way during snow. Reindeer moss abounds here. Mr. Laing passed this way in February. He says:—"A smothering snow-drift came on, and it was scarcely possible to see from pole to pole. I asked the boy who drove the baggage sledge if he was sure we were upon the road. He said they always left that to the horses on this stage when the path could not be discerned; that they would not go wrong if not put out of their pace, but left to take their way themselves. The journeying on this elevated plain, enveloped in a cloud of snow as dense almost as that on which you are driving, makes a sublime impression on the mind. You seem travelling in the sky. What you see and touch of the earth is scarcely more substantial than the snow that is whirling round and above you. It seems all one element, and you alone in the midst of it."

On quitting the plateau of the fjeld, the road enters a deep glen, down which the river *Driv* (which rises to the W. of Jerkin) forms a series of cataracts and falls. The way continues by the side of this river, and rapidly descends and increases in grandeur and picturesque effect all the way to Kongsvold. The variety and richness of the moss, lichens, and herbage, and warm colour of the rocks, in passing over the fjeld, form a study for the artist, unique and charming in effect.

* † *Kongsvold on Dovre*, ⅞, pay for 1¼. Another excellent station, 3063 feet above the sea. In the event of Jerkin being full, this is the next best place as head-quarters for the fishing and shooting to be had in the region of Sneehætten. It is also a good place from whence to ascend that mountain. The road continues close along the right bank of the Driv, nearly all the way now from Kongsvold to Rise. It has been made to avoid the fearful hill of Vaarstige, which formerly existed. It is carried all the way down the valley now by the side of the Driv, being, in many places, quarried out of the face of the rock. It is a striking piece of engineering. Soon after leaving Kongsvold, the river makes two picturesque falls, and a third is passed on the right, about the middle of the stage, where a torrent from the E. joins the river. The scenery is most grand and picturesque; the ravine narrow, with high mountains clothed with birch and fir, and rocks fine in outline, with much colour, chiefly reds and browns. Splendid subjects for the pencil all the way.

* † *Drivstuen i Opdal*, 1⅜. A large farm at this station, and tolerable accommodation. Good trout-fishing in the Driv. Here the Dovre Fjeld is considered as ending; height above the sea, 2220 feet. On leaving this station, the road continues rapidly to descend; scenery splendid, and ravine narrow, till near the end of the stage, when it widens, patches of cultivation increase, and the mountains decrease in grandeur.

† *Rise i Opdal*, 1⅛, pay for 1½. Near this station the *Vinstra Elv* is crossed, the ravine gradually widens into a broad valley, and the Driv Elv becomes a fine stream. The hills ares aid to abound in black-game and hares. At the village of Opdal our road quits the river, and runs to the N.E. The elevation of the road near Opdal is 2114 feet.

* † *Ny-Övne i Opdal*, ⅞. A most comfortable station, and excellent quarters for fishing and shooting; the hills about here also are said to be rich in game. The station-master carves well in wood, and specimens

of his skill may be purchased. The road continues N.E.; scenery not so fine as hitherto; mountains lower, with much birch and scrub. [Here a station-road on the W. branches off, and continues down the stream, through Sundalen, towards the town of *Christiansund*, in Rte. 24. The stations are—*Övne* to *Aalboe*, 1; *Gravövne*, ⅞, *Sliper i Opdal*, 1½; † *Gjöra i Sundal*, ⅞. From *Gjöra* to *Sliper* pay for 1¼, but only for ⅞ returning; * †*Storfale i Romfog*, 1⅛; * *Sundalsören*, 1⅛; hence by sea to Christiansund, 4¼. The Sundal is highly spoken off as a *salmon stream*.]

* † *Nystuen i Opdal*, 1¼. The station is a new comfortable house, in a very pleasant situation, commanding a fine view over the forest. Near Stuen the top of Sneehætten is visible. In the early part of this stage the scenery is of the same character as the last; towards the end of the stage the road descends through a thick pine forest to

† *Austbjerg i Remnebo*, 1. New road. Good shooting quarters. In the distance mountains piled above each other, covered with a sea of dark pine and fir. Capercailzie and black game are said to be numerous in this neighbourhood.

Between Övne and Bjerkager there is now an excellent new *chaussée*. Before arriving at the next station, the traveller will remark a cross carved on the solid rock. It marks the spot whence an unfortunate workman was precipitated to a depth o 700 ft., in 1862. [On crossing the river, a station-road to the l. leads down the valley of the Orkla, and joins the high-road between Molde and Trondhjem (Rte. 24) by the following stages, viz.: Haarstad, 1¼; Grudt, 1¼; and † Kalstad, 1. *Vide* Rte. 24.]

† *Bjerkager i Remnebo*, 1; good road to

* † *Garlid i Sognedal*, 1⅛. This station is some distance off the road, up the side of the mountain on the l. Fair accommodation here. Charges reasonable. An interesting and most industrious family. They carve well, and make excellent carrioles, with springs, at 18 dollars, which is exceedingly cheap. The knives and other articles of steel and iron, though roughly made by the peasants, are considered much superior to those manufactured in the towns, both as to temper and durability. Near this station a *road* to the S.E. has been made, which leads into the valley of the Glommen, near the *Neby* station, Rte. 31, on the way to Christiania.

From Garlid the road keeps along very high ground all the way, through mountain pastures and park-like scenery. The *Villa Elv* is crossed just before the next station.

† *Præsthuus i Remnebo*, ⅞. The road from Garlid is good, but a heavy stage going south; it still runs along high ground, through rich pastures for some distance, with numbers of small farms in all directions. The scenery continues park-like, till a rapid descent leads down the mountain, through a wild, picturesque valley, to

Eugen i Stören, 1½. Eugen is close to the rly. stat. at STÖREN, and there is a good hotel there. The *salmon-fishing* in the *Gula* (or Guul) *Elv*, near here, and higher up about Rogstad, is excellent. Soon after leaving Soknæs, the road enters the valley of the Gula, which it crosses, and quickly joins the road from Christiania, through the valley of the Glommen, Rte. 31. Keeping N. the road continues along the bank of the Gula, which winds its rapid course through a dark ravine; the mountains on either side and in the distance clothed with pine and fir to their summits. Scenery becomes less wild towards the end of the stage.

Vollan i Horrig, ⅝. Road continues along the eastern bank of the Gula, more or less, all the way, and is level. Valley highly cultivated, and the hop extensively grown. Soon

after leaving Vollan, the stream expands into a small lake, and midway between that and Leer the *Lundesogna Elv* is crossed.

The *Rly.* from *Stören to Trondhjem*, 3 trains daily, in less than 2 hrs. Kvaal Rly. Stat.; Sobern Rly. Stat.

Leer i Flaa, 1⅛. Rly. Stat. Road follows the winding of the Gula again all this stage, mountains becoming more rounded and decreasing in boldness towards Meelhuus, but still covered with forests along the higher points. Numbers of farms on both sides the valley.

* *Meelhuus*, ⅞. Rly. Stat. From hence the church forms a most picturesque object, looking up the valley. It is beautifully placed on the crown of a small hill, with the fir-clad mountains towering above each other in the background, and the valley winding away into the far distance on the right.

At Meelhuus our road quits the Gula, and passes over rounded hills and broken, picturesque ground, highly cultivated in places. Lovely views on the S.E., over part of the *Trondhjem Fjord.*

Stokke Rly. Stat.

* *Heimdal i Leinstrand*, 1. Rly. Stat. Road continues over well-cultivated and undulating high land. Towards the end of the stage the road from Christiansund, Rte. 24, joins ours on the l. Excellent road to Trondhjem. Before reaching that city, the most lovely scenery is passed. In the foreground are the remains of some old fortifications—beneath, the city and its ample roadstead spread out like a map, and beyond the fjord, of immense extent, bounded by mountains in the distance. And to the l., on the bank of the fjord, is seen a small hill called Swerroberg, where the renowned King Swerro is said to have lived in the latter end of the 12th centy.

T. † TRONDHJEM *Stat.* (or Drontheim), 1. *Inns:* Hôtel d'Angleterre, Hôtel Belle Vue; both pretty good and comfortable. People very civil. Hôtel du Nord. And there are several comfortable boarding-houses, which are less expensive than the hotels. The usual charges per diem at the hotels and boarding-houses range from 1 dollar to 1½, exclusive of wine, which is good and cheap, particularly French wines. The two first-named hotels are in the best part of the town, near the cathedral and post-office, and a considerable distance from the jetty, where passengers are landed from the steamers when there is much sea. In fine weather, the boatmen, if ordered, will pull across the roadstead and land their passengers close to the Hôtels d'Angleterre and Belle Vue, but this can be done only at high water.

The *Post Office* is on the S. side of the town, opposite the Frue Kirke, and on the way to the cathedral. Notes may generally be changed for small money at the post-office. See commencement of this route as to sending Forbud papers by the post upon this road.

The *British Vice-Consul* here is Mr. Knudtzen. His counting-house is on the E. side of the town near the river. He acts as agent for some of the London bankers, and will cash circular notes and bills drawn on letters of credit. Forget not to replenish the stock of *small* money; it is often difficult to obtain sufficient, except from the bank, which is only open for about an hour early in the morning. Nothing can exceed the kindness and hospitality of Mr. Knudtzen and his family to British and American travellers. They all speak English perfectly, and the value of their information and advice to travellers is as great as the readiness with which it is afforded to those who seek it. Mr. Knudtzen is the fortunate possessor of several charming works by *Thorvaldsen.* They have twice been saved from destruction when Mr. Knudtzen's

town-house was burned. Two altirelievi are very lovely. The subjects, Hector's interview with Paris and Helen; and Cupid and young Bacchus.

Railway from Trondhjem to Stören. The gauge is 3 ft. 6 in., the narrowest of public railways yet constructed. The speed cleared is about 10 miles an hour. It is desirable this rly. should be carried through the isthmus of the Trondhjem peninsula to the open harbour.

At Trondhjem the travellers' carriage and harness should be carefully inspected and damages repaired. Trust not to others; it requires personal attention, and Norsk workmen are slow and procrastinating. The *Shops* are few and poorly stocked. Photographs and prints of Norwegian costumes may be purchased at reasonable prices; also trinkets of native manufacture; furs and eider-down are very cheap, particularly ermine. The two latter are amongst the best presents which are to be purchased here for friends at home. Mr. Lundgreen's, however, is an excellent shop, where all kinds of groceries, provisions, portable soup, preserved meats, wine and brandy, &c., may be bought. Mr. Hartman's also is a good ironmonger's shop, where shot and Prussian powder are to be had.

Rifle-shooting is a favourite amusement amongst the gentlemen here. E. Hoaas, near the Frue Kirke, can repair rifles, but he keeps none ready-made.

Capes, hat-covers, &c., of goat-skin, are made in Trondhjem, and are excellent, as well as very durable; but the smell from them is disagreeable when damp.

The city of Trondhjem was founded A.D. 997, by King Olaf Trygvason, upon the site of the old Scandinavian city *Nidaros*. The adventures of this king are the most romantic of all the sovereigns of Norway. Born a prince, his mother only saved his life from the usurper of his rights by quitting the country; they were taken by pirates, separated, and sold as slaves; at an early age he was discovered and redeemed by a relative, became a distinguished seaking, or leader of piratical expeditions, married an Irish princess, embraced Christianity, and ultimately fought his way to the throne of Norway in 991. He then became a most zealous missionary, propagating the faith by his sword; death or Christianity was the only alternative he allowed his subjects. In 998 he destroyed the celebrated Trondhjem Temple of Thor and Odin, with the idols of those gods which existed there, and were held in the highest veneration. This temple was a short distance from the walls of the city, and upon its site the church of Hlades was built.

Trondhjem was the royal residence and seat of government, and remained the capital of Norway down to the time of its union with Denmark, when Christiania was made the capital. Its population, by the census of 1855, was about 16,000.

The city is built round a bay, on the S. side of the fjord, at the mouth of the river *Nid*. It has repeatedly suffered from fire, most of the houses formerly being of wood. The last was in April, 1841, when 350 dwellings were destroyed. Since that all the houses rebuilt are, according to law, of brick or stone. The streets are regular and spacious, with large square water cisterns at their intersections. The architecture of the houses is of the plainest description, without any ornament, but they have a great air of cleanliness and comfort.

The *National Bank*.—"This bank was founded in 1816, and has its head office in Drontheim, with branches in the principal towns. It is under the direction of 5 stockholders, with a council of 15 representatives of the other proprietors. Its capital was originally raised by a forced loan or

tax upon all landed property, and the landowners became shareholders according to their respective payments. In a short time these shares became a valuable stock, and are at a considerable premium. It is a bank for landed property, and discounts bills, &c., only as a secondary branch of business. Its principal business is in advancing, in its own notes, upon first securities over land, any sum not exceeding two-thirds of the value of the property, according to a general valuation of the whole country taken in 1812. The borrower pays interest at 4 per cent. half-yearly on the sum to his debit; and yearly 5 per cent. of the principal, which is thus all repaid in 20 years. In the event of non-payment of the interest or instalment, the bank proceeds by a summary sale of the property by public auction to realise its security." — *Laing's* 'Norway,' p. 283.

The *Cathedral* is the great object of interest here. "Between the years 1016 and 1030 St. Olaf built a church on the spot where now St. Clement's Church stands. He was buried a little to the south of his own church, where the high altar now is. Between 1036 and 1047 Magnus the Good raised a small wooden chapel over St. Olaf's grave; and soon after Harald Hardraade built a stone church, dedicated to Our Lady, to the westward of this. This group of 3 churches stood in this state in the troubled period that ensued. In 1160 Archbishop Eystein commenced the great transept west of "Our Lady's" chapel, and probably completed it about 1183. He or his successor rebuilt St. Clement's Church as it now stands, probably about this time. During the next 60 or 70 years the whole of the eastern part of the cathedral was rebuilt, the tomb-house or shrine being joined on to the apse of the Lady Church. In 1248 Archbishop Sigurd commenced the nave and W. end, now in ruins; it is not certain whether it was ever completed. In 1328 the church was damaged by fire; it must have been after this accident that the internal range of columns in the circular part was rebuilt in the style of our earlier Edwards."—*Fergusson's* 'Handbook of Architecture.'

"The architecture of the oldest parts of the cathedral at Trondhjem is Norm., *in every respect* similar to the best Norm. architecture in England, but richer than any I have seen in England. The architecture of these parts which are next in date is E. Eng., *in every respect* similar to the best E. Eng. architecture in England (with the characteristics of toothed ornament, water moulding at base, &c.). Nothing precisely similar is to be seen, so far as I know, on any other part of the Continent. The architectural relation between England and Norway must have been very close down to the year 1300.

"I use the words Norman and Early English in the sense in which they were introduced by Rickman. The styles which I mention are followed in Trondhjem Cathedral by a florid style of very debased architecture."—*G. B. A.*

The extreme length has been 346 ft., its breadth 84; but the W. end, which contained the grand entrance, had a chapel at each corner, making the breadth of that front 140 ft. The whole of this W. end was highly decorated, particularly the entrance, which had 3 doors, over which were 20 delicately cut niches, in which statues were placed, and, judging by the mutilated remains, they were of considerable merit. Many of the existing ornaments of this W. end will amply repay the trouble of seeking them.

The chapel of *St. Clement*, attached to the N. side of the choir, was rebuilt in the latter part of the 12th centy. The transept, built by Archbishop Eystein, 1160-83, exhibits a vigorous artistic use of the billet moulding.

"The glory of this church is the *Tombhouse*, at the E. end, externally resembling our E. Eng. in style, and in plan and position not unlike Becket's Crown at Canterbury. Internally it is a dome 30 ft. in diameter, supported by columns arranged octagonally; all the details correspond with those of the best Decorated. Owing to frequent fires and rebuildings, the architects had difficulty in bringing the parts to join exactly; in consequence many of the walls are not straight, nor parallel with one another, and the choir expands toward the E."—*Fergusson's* 'Architecture.'

The shrine of St. Olaf was decorated with the greatest magnificence, and long a favourite place of pilgrimage, not only for the Scandinavians, but for pilgrims from all parts of Europe; and in such veneration was he held that even at Constantinople churches were erected to his memory. The body of the saint was found incorrupt in 1098, and also in 1541, when the Lutherans plundered the shrine of its gold and jewels to an immense amount. The ship which carried the greater part of this plunder foundered at sea on its way to Denmark, and the rest was seized by robbers on land. The Lutherans, however, appear to have treated the body of the saint with respect. In 1568 it was removed from the shrine and buried in the cathedral. St. Olaf was slain 31st August, 1030.

Tradition and history alike recount how often this holy pile has suffered from fire; and in various parts of the edifice finely carved stones have been built into the massive walls, betokening but little regard to architectural beauty or uniformity in repairing the ravages of the devouring element. The transept and E. end are the only parts roofed in, and now used for divine service.

Upon the left, on entering at the N. door, a large and beautiful round arch, highly decorated with the zigzag and other ornaments, was discovered in 1847, and carefully laid open. The general effect of the interior of the cathedral is ruined by the high pews below, as well as those enclosed in the galleries. The choir is octagonal, surmounted by a dome of modern construction. The high altar is surrounded by light pillars and open arches extending to the roof. The whole of the choir is most elaborately and beautifully decorated, and will repay a careful and minute inspection. Over the altar is placed a fine cast of Thorvaldsen's noble statue of the Saviour. On either side of it are casts of statues of the 12 Apostles, which are very inferior as works of art, and ruinous to the general effect of the choir.

Considerable sums have been expended in repairing this fine cathedral. The Norwegians take much pride and interest in its preservation; but it is evident that none of the authorities here possess either skill or taste for Gothic architecture, for it has been fearfully "churchwardened;" the richest and most elaborate tracery being carefully choked up with coats of a lead-coloured wash.

Trondhjem Cathedral* is (according to an article of the Constitution of 1814) to remain the place of coronation for the Norwegian sovereigns. The Bishop of Trondhjem performs the ceremony. Here Bernadotte was accordingly crowned king of Norway.

The *Arsenal.*—On the S. side of the cathedral are some remains of

* There are two works published on this cathedral. The best is by Gerard Schöning, in 1762, and minutely describes it as it was in the days of its glory, besides giving several engravings of the most interesting parts. The other is by Assessor Schwach. Both these works have long been out of print, but may be seen at the public library in the Museum. There are also a description by Grimkele, a notice in the *Norge fremstillet i Tegninger*, and a fine work by Mr. Schvimer, of Christiania, on the cathedrals of Norway.

the Royal Palace, which, with the adjoining grounds, are now occupied as a military and naval arsenal. The throne of the old Norwegian kings is preserved here. The naval portion of the arsenal, with its dockyard, are beautifully kept. They are on the left bank of the river Nid; and here are laid up in ordinary a considerable number of gun-boats, each in its own shed, with all that belongs to it, numbered and ready for instant service.

The *Museum* is small and badly kept. It comprises a library; some of the books are said to be very rare; the theological portion is the best; the manuscripts are principally letters of the kings of Norway. There are likewise collections of Northern antiquities, old armour, minerals, shells, &c., but the best is the collection of Norwegian ornithology.

There is a *theatre* here.

The city contains no manufactories of importance. Its trade is chiefly confined to its exports of dried and salted fish, timber, tar, and some copper from the mines at Röraas; and to importing wines, groceries, and other articles of foreign produce, for supplying its own as well as the wants of the neighbouring districts. All the products of the country are exceedingly moderate in price. French and other wines are also cheap and very good. Of late years Trondhjem has taken a great lead in ship-building, and has become celebrated for building very fast-sailing vessels; but they are exceedingly wet. There is a great air of comfort and well-being amongst the people, and all classes are celebrated for their good looks.

The roadstead is not very safe, being unprotected to the N. and W. The River Nid, which surrounds great part of the town, will not admit vessels drawing above 10 or 12 feet water. This river is said to be rarely frozen; the cold here, from its proximity to the sea, never being very intense.

Near the Custom-House (according to the opinion of antiquaries) is the spot where the ancient *Ore-thing*, or assemblage of the people, for this part of Norway was held. Here above 20 kings of Norway have been proposed, accepted by the Thing, and proclaimed. It is sacred ground for a king.

On the E. the city is commanded by a chain of hills, and on one of them there is an old fortress of some extent, which overlooks the town, but is utterly inefficient for its protection.

The *Environs.—a.* Opposite the city, in the centre of the fjord, stands the small island rock of *Munkholm*. Canute the Great, A.D. 1028, founded a monastery of Benedictines here, the first of that order established in Norway. A low round tower is all that remains of it, and this is within the walls of the fortress. It was in a small gloomy chamber in this tower that the Staatsminister of Christian V. of Denmark, Graf von Greiffenfeld, was immured from 1680 to 1698. He was originally Peter Schumacher. This dungeon is no longer shown, but it is said that he had worn a deep channel in the pavement in walking up and down, and indented the stone table where he had rested his hand in passing it. This fortress has ceased to be used for State prisoners. Great expense has been incurred by the Government in strengthening its defences; but it appears extremely doubtful, in the event of a war, whether it would be sufficiently strong to withstand an attack, or whether, owing to the distance, the guns from its batteries could be of much avail in protecting the shipping or town. It is still the dark solitary rock which Victor Hugo has described in his 'Hans of Iceland,' looking more like a prison-house than a fortress. Leave to visit

Munkholm must be obtained of the commandant in Trondhjem. The Norwegian regalia are kept in the fortress.

b. Down the fjord, about 3¼ m. N.W. of Trondhjem, a small river enters the fjord near the *Uddue* station, in the parish of Rissen. The *salmon-fishing* there is good.

c. 3 m. S. of the city the Nid forms two beautiful falls, known as *Lierfossen.* The perpendicular height of the upper fall is 99 Eng. feet, and its breadth, according to Dr. Clarke, 413 feet. The lower fall is about 1000 yards distant; its height 82 feet, and breadth 122 feet. The upper fall is the most picturesque. They resemble the Falls of the Clyde, but are finer. The *salmon-fishing* near the lower fall is said to be excellent. Close to the falls are several furnaces for smelting copper, sawing-mills, &c. Leave must be obtained of the proprietor of these works for fishing in the Nid.

From these falls a beautiful excursion may be made up the valley of the Nid to the *Sælbo Lake,* across it from Teigen to Qvællo, and thence by land to Stordal, on the Trondhjem Fjord, and back to the city by land or water. The total distance is about 12 m.

d. Excursion from Trondhjem to Sælbo and Tydalen.

From Trondhjem to *Lekvold,* 1; † *Haugan,* 1⅜; *Vigen,* 1¾, pay for 2¼, returning for 2; *Kvello,* ⅝; thence either across Sælbo Sö to *Kvello,* 1⅜, or round the bottom of the lake to *Sesaas,* ⅝, and to *Kvello,* 2¼; *Rolsæt,* 1; *Udhuus,* 1⅛; *Græslid,* 1¼; *Aunet,* ¾; *Kirkvold,* ¾, from which place a bridle-road leads to *Stuedal i Tydal,* 2 m.

Another route is from Trondhjem to *Röningen,* 1½; *Teigen,* 1¼, on Sælbo Sö, and thence as above.

e. Trondhjem to Jæmteland.

Trondhjem to *Levanger,* 7¼ (*vide* Rte. 24); *Næs,* 1½; *Garnæs,* 1. Heavy road, but beautiful scenery. *Sulstuen,* 1½, pay for 1¾; † *Sandvigen,* 1⅜; *Mælen,* in Sweden, 1½. Total, 14⅛.

Charming excursions may also be made by boat up the Trondhjem Fjord, and also down it to the sea-coast, where the wild-fowl shooting is capital. In the large island of *Hitteröen,* which lies upon the coast about 7 m. N.W. of Trondhjem, the deer-stalking is highly spoken of, as well as the wild-fowl and other shooting. Permission must be obtained to shoot there. "Red-deer shooting is rather expensive work. In the first place leave must be obtained of the proprietor, who not only expects the quarry, but a payment of 3 dollars for every deer that may be killed, and 1 dollar for the guide; and after all it is but tame work compared with reindeer hunting. In the north-western part of the island a fair sprinkling of black game and capercailzie may be found."—*Barnard's* 'Sport in Norway,' p. 34.

The two modes of going to Hitteröen are by water down the fjord, in boats from the water-stations, or by the steamers which regularly call there; or by the road, which is 10 m. By water it is much farther.

Travellers going northwards, and intending to land on the coast for fishing or shooting, or for exploring the country inland, should take with them from Trondhjem such store of dried provisions, wines, &c., as they may require. A few wax candles in the latter end of August or the beginning of September will be found a great luxury. Of course, if not intending to leave the steamer, these stores will not be wanted.

If going S. the road can be agreeably varied by returning by the valley of the Glommen (Rte. 31); or going by land, Rte. 24, or water, Rte. 25, to Bergen, and from thence to Christiania. Much time, expense, and fatigue are saved by taking the

steamer to Bergen, instead of going by land, but the scenery upon Rte. 24, between Molde and the Sogne Fjord, is the most grand and picturesque in Norway, and all who can afford the time should go that way. It is only practicable for carrioles. *Provisions* and small money should not be forgotten, whichever route may be taken.

Steamer to Hamburg every Friday till December, touching at Christiansund, Molde, and Aalesund, on Saturdays; Bergen, Wednesdays; Christiansand, Fridays; and reaching Hamburg the following Sunday. A small steamer also plies from Trondhjem to Steenkjær, and Levanger, in the Trondhjem Fjord, all the year round, where Rte. 24 is joined. Enquire at Trondhjem. See Rtes. 24 and 25 for stats. called at on the way to the Namsen and Alten.

Steamer to Hammerfest every Wednesday at 8 P.M.

ROUTE 27.

CHRISTIANIA TO TRONDHJEM OVER RINGERIGET TO LILLEHAMMER.

Distance, 51¼ Norsk m., or 360 Eng.

For those who are not going to Bergen, this is by far the best route to take in going to Trondhjem, the scenery being much finer than upon either of the more direct roads. See also preliminary observations to Rte. 26.

From Christiania to † *Thingelstad*, as in Rte. 21, distance 8⅜ Norsk m., or about 58 Eng. By this road Sundvolden is passed, whence the beautiful view, mentioned in Rte. 21, over Ringeriget is to be seen on ascending Krogkleven, and also the lovely scenery of Rands Fjord is visited.

At Thingelstad our route separates from that to Bergen, and, after a steep and long ascent across the hills to the N.E., crosses the head of the *Eina Lake*, near

† *Teterud i vestre Thoten*, 1⅞, pay for 2⅝. Soon after leaving this stat., the descent towards the Miösen Lake is commenced. From Teterud one can go to *Lundhagen i Holbo*, 1¼; † *Kræmmerbakken*, 1¼.

† *Börsvolden i vestre Thoten*, 1⅜. Good road to this place. Good road to

† *Kræmmerbakken*, 1⅛, where Rte. 28 is joined.

From hence to Trondhjem as in Rte. 28; dist. 38⅛ N. m., or 267 Eng.

ROUTE 28.

CHRISTIANIA TO TRONDHJEM OVER HURDALEN ON THE WESTERN SIDE OF THE MIÖSEN LAKE.

Dist. 48½ Norsk m., or about 339 Eng. See preliminary observations, Rtes. 26 and 29. Since the establishment of the *steamer* on the Miösen Lake, this land route has been comparatively little traversed during the summer months, it being more expensive, and the road hilly and infamously bad.

Its chief attractions are the lovely views it commands over the Miösen, and the pastoral scenery through which it passes; together with the trout and other fishing in the Miösen and its tributaries.

From Christiania by road to *Svendses*, 5⅜, as in Rte. 26, where the stats. are given; but it is better to go by rail to *Dahl*, 4¾, and post thence to *Svendses*, ⅝.

† *Eidsæter i Hurdal*, 1½, pay for 1½. Here the road turns off to the l., passing Hurdal's Glass Work to

† *Garsjö i Hurdal*, 1½, pay for 1¾.

* † *Grönnen i östre Thoten*, 1⅜, pay for 2, but returning for 1¾. The first ¾ m. to Grönnen is heavy. The *Stor Elv* is crossed shortly before arriving at

† *Haugen i östre Thoten*, 1. Here Rte. 27 from Christiania joins our road. From here to † *Smörvig*, ⅜, and to † *Fjeldhoug*, 1½, at both of which places the steamers on the Miösen stop. Near here is *Sogstad*, formerly the stat., where there is one of the most remarkable remains of antiquity which Norway can boast of. It is an obelisk of fine sandstone, and 4 ells in height, which stands upon *Alfstad Gaard*, where, according to tradition, a king named Alf dwelt. Upon 3 sides are carved Runic characters, and the figures of 4 horses, upon one of which is a rider. Over these horses there is a fox, above that again a flying eagle. Wormius read the Runic inscription thus:—

Jurun raisti Stain dini eftir Evin Venis hanna etha aug Gurdu af Hrigariki vien Urula Eivia.

Thus translated — Jurun erected this stone in memory of his friend Evind, who was married to Guri of Ringeriget. Evind's friend was Urula.

On the other side—Midl i Vitaholm aug karde sun sini Svartander i Vitaholm. Igli reisti stein dena eftir Thoral aug munti stein eftir dusi.

Thus translated — Midl in Vitaholm mourns his son Svartander in Vitaholm. Egild erected this stone to Thoral, and this stone is in memory of them.

The *Hund Elv* is crossed before reaching

T. † *Gjövig*, 1½ (*Inn*: Victoria, good). From hence a station-road leads into that between Christiania and Bergen, Rte. 21, at the head of the Rands Fjord; dist. about 3 m.

From Gjövig the road keeps close along the Miösen all the rest of the way to Lillehammer. The *Stok Elv* is crossed close to

* † *Sveen i Birid*, 1⅛. From hence along the valley of the Stok to the W. another road leads into Rte. 21, at *Eidsvold*; dist. about 1¾ m.

The *Vismund Elv* is crossed on the way from Sveen to

† *Grytestuen i Birid*, 1¼. The road passes the head of the lake upon this stage, when the town of Lillehammer is seen across the stream. The road continues up the valley of the *Logen Elv* for some distance. The *Fare Elv*, which flows from the long range of the *Skjælbro Fjeld* on the N.W. into the Logen, is then passed; and that river is soon after crossed by a long bridge. Then, turning S. down the river, about ½ a m. distant, is

T. * † LILLEHAMMER, 1⅝, or *Vingnæs*, 1⅜. From hence to Trondhjem is the same as in Rte. 26, in which see also observations as to the fishing to be had here, and scenery in the neighbourhood, &c. From *Vingnæs* to † *Toft*, 1⅜; † *Veisteen*, ⅞. From † *Toft* one can also drive to † *Aronsveen i Öier*, 1⅝ (Rte. 26); and to † *Sönstevold i Gausdal*, ¾. From † *Forseth* to *Helleberg*, 1¼; *Kvisberg*, 1½. From † *Forseth* to † *Sönstevold*, ⅞; *Holmen i Öier*, 1⅛.

ROUTE 29.

CHRISTIANIA TO TRONDHJEM OVER HEDEMARKEN ON THE EASTERN SIDE OF THE MIÖSEN LAKE.

Distance, 49⅜ Norsk m., or 350 Eng. See preliminary observations, and description of the Miösen Lake, fishing there, &c., in Rte. 26; also Rte. 28, as to the road on the W. side of the Miösen, which equally apply to this route up to Lillehammer. Both these roads on the banks of the lake are infamously bad; so that it is always best to take the *Steamer*.

If compelled to follow either, the road on the western side of Miösen, Rte. 28, is better than this on the eastern bank.

From Christiania by rail to *Eidsvold*, 6 m. (Rte. 26), thence by steamer or road to *Minde*, 1⅛, at the foot of the Miösen Lake.

At Minde, the *Vormen Elv* is crossed by a ferry to the E. bank. The Hedemarken district is entered just previous to

† *Morstu i Stange*, 1⅛, but pay for 1½. The road from Minde to Morstu is hilly and heavy.

* † *Korsödegaarden i Stange*, 1⅛, pay for 1½. An excellent stat., and good night-quarters. Here a road to the rt. turns off to the valley of the Glommen, Rte. 31. Ours continues parallel with the lake to

† *Sörholte i Stange*, ⅞. Hence one can post to † *Hörsand i Romedal*, 1⅜; *Gillundstrand*, ⅝, where the steamer on the Miösen touches. In winter time one can sledge across Agersvigen to T. † *Hamar*, 1⅝. Or from *Sörholte* to *Togstad*, 1⅜, and thence to *Hamar*, ¼, by boat. Midway on this stage to the l. a road leads to a ferry across the *Baudsenden*, an arm of the Miösen, on the other side of which there is a road leading into this route, near Smestad. The *Svart Elv* is crossed, and soon after a road to the S.E. turns off for the Glommen, and joins Rte. 31, at Gaustad, 1 m. Our route follows that road for a short distance.

† *Hjellum i Vang*, 1⅜. This stat. is ⅝ m. from Hamar. A heavy stage to

† *Bjerke i Furnæs*, ⅞. The *Bremund Elv* is crossed during this stage.

† *Petersheim i Ringsaker*, ¾. The *Moe Elv* is crossed shortly before arriving at

† *Eriksrud i Ringsaker*, ⅞.

† *Frengstuen i Ringsaker*, 1⅜. About midway on this stage a stream from the *Mesne Vand* is crossed, and soon afterwards the Christians' District is entered. The road on this stage is even, and lies along the bank of the lake to

T. * † LILLEHAMMER, 1⅜. From hence to Trondhjem; see Rte. 26.

ROUTE 30.

CHRISTIANIA TO MOLDE, ÅALESUND, AND CHRISTIANSUND, OVER THE MIÖSEN LAKE, AND THROUGH GUDBRANDSDALEN AND ROMSDALEN.

Dist. 45⅞ m. by land, and 11 by water, together 56⅝, or 390 Eng. From Christiania to Dombaas, as in Rte. 26. Dist., Christiania to Dombaas, 31¾ m., of which 9 are by water on the Miösen.

The scenery from Dombaas to Molde is amongst the grandest and most picturesque of any in Norway, particularly in the lower part of *Romsdalen*, and the upper part of the Romsdal Fjord. The mountains are fine in outline, and the whole route affords subjects of the best description for the landscape-painter. The tributary streams, falling into the Rauma, are very numerous; their falls and cascades are highly picturesque. In this land of waterfalls

those in Romsdalen rank among the first for number and beauty, although none of them are of any great height. The *salmon-fishing* in the Rauma is good; and the shooting is also well spoken of. Reindeer and bears are found in the mountains, and red deer in the islands off the coast; hares, winged game, and ducks are abundant. Not being the most direct way to Trondhjem, this route has been sadly neglected by tourists; but all who can spare the time will be amply repaid in exploring its great beauties. Most of the farmers in Romsdalen are substantial men, and the traveller will find no difficulty in comfortably locating himself there, wherever he may desire. The stations, with few exceptions, are good.

From Molde the grand Alpine scenery upon the Stor Fjord can be visited, and tourists can then proceed by land to Trondhjem or Bergen, or by the *Steamer*, which regularly calls there on its way between those cities.

From Dombaas the road keeps along the bank of the Logen Elv to the *Lesje Værks Vand*. "This lake is 7 Eng. m. long, and 2050 ft. above the level of the sea, and is the source of two rivers, the Laagen, flowing to the S., and the Rauma, to the N. This is a most remarkable instance, and worthy of note; for not only is it a rare thing for two *large* rivers to flow in contrary directions from one and the same source, but the Laagen, by falling into the Miösen at Lillehammer, from the other end of which, at Minde, the Vormen ultimately flows into the Glommen, the whole southern part of the country between Frederikstad and Veblungsnæsis rendered insular."—*Sport in Norway*, p. 40. The road keeps along the N. side of the lake, which abounds in trout during the rest of this and the next stage.

*† *Holager i Lesje*, 1; good stat.

*† *Holseth*, 1⅜ a clean stat. [Here a horse-track to the l. leads to the head of the Vaage Vand, and also to the Justedal Glaciers and Sogne Fjeld on the S.W. See Rtes. 21 and 38, the latter of which turns off here.]

Romsdalen begins at this station, and its total length does not exceed 7⅞ m., or about 56 Eng.

*† *Lesje Jernværk*, ⅞; good accommodation. Here there is an old iron-mine. From hence the road passes 3 small lakes.

*† *Mölmen*, 1⅛. A short distance from hence a horse-track turns off on the S., and joins that from Holseth. On this stage the scenery becomes more wild and picturesque. There is a picturesque waterfall to be seen here.

[The *Stor Fjord*. Before coming to the next station, another horse-path on the l. runs to the Stor Fjord, on the road to Aalesund. The scenery of the snow-clad range of the *Lang Fjeld* mountains upon the Stor Fjord is but little known at present. It is of the grandest description. The outline of the mountain is more picturesque than in most other parts of Norway, and full of variety. The Stor Fjord and its numerous tributary streams possess equal attractions for the sportsman and the angler, as well as the artist.]

† *Stueflaaten*, 1⅛; not good. Between this and Ormeim there is a beautiful waterfall, the finest in Romsdal, called *Sondre Stettefos*; lies about 150 yards off the road, and it should not be missed. It plunges into a cave partly worn by its waters, a depth of 40 ft.

The range of the *Bröste Fjeld* now begins on the l., and from hence the road, admirably constructed, rapidly descends; the scenery increasing in grandeur and picturesque outline, and the Rauma still foaming along its rocky bed, close to the road all the way. The scenery is magnificent.

*† *Ormeim i Gryten*, ⅞. Excellent quarters for salmon-fishing, and cheap. A tributary stream which joins the river near this, makes a picturesque triple fall, beyond which the salmon cannot pass.

*† *Fladmark i Gryten*, 1. Small station. On this stage the river flows tranquilly. The *Monge-fos*, a sort of Staubbach waterfall, descends from the edge of the cliff. One of the striking features of Romsdalen is derived from the mountain *Storhatten*, rising isolated with a "sphinx-like outline," to use Mr. Macmillan's words. He compares this part of Romsdal to "Loch Corruisg in Sky, though it is an insignificant imitation of the tremendous gorge through which we pass. On one side vertical walls of rock 2000 or 3000 ft. high, with innumerable waterfalls streaming down or leaping from them."

† *Horjem i Gryten*, 1. Poor station. There is one clean room with two beds, but there could be no object in stopping there, for ⅞ of a mile farther on you come to Landmark's house, which is now

"*Hotel Aak*," a wooden house. It affords most comfortable and charming quarters, and several days may very well be passed here, as one or two fine expeditions can be made thence. The landlord has fishing which he usually lets, though I believe it is not very good. He also reserves about an English mile of the river, the mile above the fjord, where any travellers staying in the house can have liberty to fish. The situation, at the entrance to Romsdal, is one of the most beautiful in Norway. There are good opportunities also for reindeer hunting. The inn at *Aak* was the summer-quarters of Lady Di Beauclerc, and has been made celebrated by her pleasant volume on Norway.

The scenery around is particularly grand; the road winds between two enormous mountains, *Romsdalshorn*, 4188 ft. high, on the N., a tower-shaped peak, like a shattered steeple; and *Troldtinderne* (Witch Peaks) on the S.

A *steamer* between Aalesund and Molde, and up the Romsdal Fjord, passing Veblungsnæset, stops at *Naes*, which is the most convenient *port* for Hotel Aak and the Romsdalen.

T. * † *Veblungsnæset*, 1¼, a village of 40 or 50 wooden houses, with an *Inn*, the Port of Romsdal. A capital place for head-quarters while fishing, shooting, and sketching up this splendid stream and valley, which end here. Three bears were killed in one day by a farmer near this in June, 1847. The Rauma falls into the *Sis Fjord*, a branch of Romsdal Fjord, close to this station. Between this and Molde a *Steamer* runs 3 times a week, and corresponds with the steamers between Christiansand and Trondhjem.

The *Route to Aalesund* turns off here. It proceeds by water down the fjord, where it joins the high-road between Aalesund and Molde. Dist. from hence (Veblungsnæset) to Aalesund, 8¾ m. The stages are: *Vestnæs*, by water, 2¾; † *Ellingsgaard*, by land, 1; * *Söholt*, by land, 1⅜, a good station; *Sorte*, part water, 1¼; *Röseth*, 1⅛; T. *Aalesund*, part water, 1½. For description of this town, see Rte. 24.

Route to Molde continued.—From hence to Molde there are two ways—down the fjord (the scenery upon which is sublime), by boat, 3¾. This is likewise the nearest way. From 7 to 10 hrs. are requisite, according to the wind and weather. The other road is partly by land, as follows:—The Isse Fjord is crossed to

Torvig i Vold, ⅜. From hence by land along the E. bank of the *Rodven Fjord*, a small branch of the *Lang Fjord*, to

† *Alfarnæs i Veö*, 1¼. Here the head of the fjord is crossed to Söllesnæs; or a boat can be taken direct to Molde, 1¾.

["Travellers to Trondhjem from Romsdal should follow the route to Molde as far as Alfarnæs. Thence there is a road along the S. side of the Lang Fjord for one stage to where the road terminates, whence boat must be taken to Tjælde.

"From Tjælde to Hammerjold by

land 1 m., but heavy road, and, if wind be fair, it is a saving of time to take boat direct to Hammerjold.

"Hammerjold to Eidsören, 1 m. land; from Eidsören to Bækken by water (Rte. 24), or if the wind blows strongly up the fjord to *Updöl*, thence by land to Bækken."—*A. M.*]

Söllesnæs i Veö, ⅜. Hence by land to *Dværnæs i Bolsö*, 1. Here the *Fanne Fjord*, a branch of the Molde, is crossed, and the high-road between Molde and Christiansund (Rte. 24) is entered at Strande; or a boat can be taken direct from Dværnæs to Molde, 1.

Strande, ⅜. From hence the way is by land to Molde.

[The *Road to Christiansund* turns off at Dværnæs. Distance, 5½ m. The stages are—across the Fanne Fjord to *Lonsæt*, ¼; thence by road to *Eide*, 1; *Fursæth*, ¾; *Gimnæs*, 1⅜; by water to *Fladsæt*, ¾; *Bolgen*, by land, ¾. By water to CHRISTIANSUND, ¼. From Gimnæs one can take boat direct to Christiansund, 1⅜. For the description of this town, see Routes 24 and 25.]

Route to Molde continued.—Road close along the *Molde Fjord* all the way, commanding splendid views of the distant mountains of the Lang Fjeld.

T.* MOLDE, ⅜. *Inns:* Buck's Hotel, good and comfortable; the Romsdalen, tolerable. Pop. about 1200. This town is built upon a promontory on the N. side of the Molde Fjord, near its junction with the sea. It consists of one long straggling street along the banks of the fjord. There are several handsome villas in the neighbourhood, and the environs are with justice considered among the most picturesque and beautiful in Norway.

"Molde commands a view of the snowy Alps that line the whole of its S. side, and are the N.W. boundary of the Dovre Fjeld. I do not remember such a long-extended range of peaks and pinnacles and shattered ridges, except, perhaps, in the Loffodens. And here one rank peeps out from behind another until they are lost in the distance, and, as they mix with the white clouds, we fancy them like hanging cities or castles in the air. Among them Romsdalshorn appears conspicuous."—*Everest's* 'Norway.'

The mountains around are seen to greatest advantage from the hill behind the tower, or from a *boat* on the fjord.

The little trade which exists at Molde is chiefly confined to fish.

The *Steamers* call here regularly every week in passing up and down the coast. It is a convenient place from whence to make an excursion to the magnificent scenery upon the upper parts of the Stor Fjord, and forming part of Lang Fjeld.

For stations and distances between Molde and the towns N. and S. of it on the coast, see Rtes. 24 and 25.

The fjords about here abound in wild fowl, including the eider-duck, which is found all along this coast. The habits of this bird are interesting. The nest is made on the ground, composed of marine plants, and lined with down of exquisite fineness, which the female plucks from her own body. The eggs are usually 4, of a pale olive-green. They allow their nests to be robbed of the eggs and down three times; after that, if further molested, the birds desert the place. So avaricious of progeny is this duck that, when plundered of her own, she will sometimes steal the eggs and young of others. When the female has stripped herself of all her down, the male comes in aid—his is white. In the Storthing of 1847, a law was passed for the protection of game, wild fowl, &c., and since then the islands along this coast frequented by these ducks have become a valuable property. Each nest during the breeding season produces about ½ lb. of down, but which, when picked and cleaned, is reduced to ¼. So firm

and elastic is this beautiful down that the same quantity which can be compressed between the two hands will serve to stuff a quilt or coverlet, and while its weight is scarcely perceptible, it has more warmth than the finest blanket. Eider-down may be purchased at Trondhjem.

ROUTE 31.

CHRISTIANIA TO TRONDHJEM OVER ÖSTERDALEN, UP THE VALLEY OF THE GLOMMEN, AND THROUGH RÖRAAS.

Dist. 48⅛ Norsk m., or 336 Eng.; but by using the new road from Neby, instead of going by Röraas, it is only 46¼. See preliminary observations to Rtes. 26 and 32. The scenery upon this route is not so interesting as that over the Dovre Fjeld, and is therefore seldom traversed by those who are unacquainted with the latter route. But the valley of the Glommen, with its vast pine-forests, and picturesque *falls* and cataracts, is very fine; and the trout and other fish in the river and its numerous tributaries are highly spoken of. The fall near Frederikstad prevents any salmon getting higher up the Glommen. There is no salmon-fishing to be had upon this route until after passing Röraas and arriving at the Gula River; the best is about Rogstad, near where this route joins that over the Dovre Fjeld.

Some of the finest description, as well as the largest quantity, of pine-timber exported from Norway, and that chiefly cut up into deals, is produced on the banks of the Glommen and its tributaries. In the spring the logs are floated down to the saw-mills at the falls of the Glommen near Frederikstad. The deer-shooting to be had in the autumn upon this route is said to be excellent; the best is about Foldal, towards the Dovre Fjeld, and the other northern parts of the bailiwick of Österdalen. Elk are at times met with there, though very rarely, and then chiefly towards the borders of Sweden. Bears and wolves are frequently killed in the wild district on the E. side of *Stor Sö.* Ptarmigan and hares are abundant in parts of Österdalen. The country is very wild, and thinly inhabited. The E. side of the whole of the upper part of the Glommen, and from thence to the Klar and Dal Rivers in Sweden, comprises one of the finest sporting districts in both countries. See also Rte. 74, as to the country between the Klar and W. Dal.

The shortest and best route is to proceed direct to Hamar by steamer on the Miösen from Eidsvold; *vide* Rte. 26.

From Hamar there is a *Railway* to Grundsæt, dist. 3⅜ m. There are 2 trains daily, but on Sundays 1 only. Should the traveller fail to avail himself of it, he may proceed to † *Korsödegaarden i Stange* as in Rte. 29, and thence branch off to the rt. to † *Koloen i Romedal*, ⅞; and † *Hörsand i Romedal*, 1⅛. The next station is *Vollestad i Löiten*, ⅞, which is also a station on the railway; and † *Grundsæt i Elverum*, 1⅜, the terminus.

From Christiania to Grundsæt, by rail and steamer, is 15⅜. The journey may be agreeably varied in going from Trondhjem to Christiania, by keeping down the valley of the Glommen through Kongsvinger. There is a road on each side of the river. The stations on the E. bank from Grundsæt are—to † *Bækkevold*, ½; † *Elsæt*, 2⅛; rest ½ hr. at *Houmb.* † *Melby*, 1⅝; † *Austad*, ¾; † *Kirkenær i Grue*, 1¼; *Brandvold*, 1½; thence crossing Gjölstad Sund to T. † *Kongsvinger*, 1⅞. Travellers intending to explore the

Trysil district will proceed from Bækkevold thus—to † *Mo i Elverum*, 1½, pay for 2; to † *Axelhuus i Trysil*, 2¼, pay for 3⅜; to † *Vestal i Trysil*, 2⅛, pay for 3⅛. The stations on the W. bank are—Grundsæt to *Berger i Elverum*, 1¼; *Braskerud*, 1⅝; *Öengen*, 1½; *Lövaasen*, ¾; *Holmrydningen*, ¾; *Næs*, 1⅛; *Nordre Rolstad*, 1½; † *Kongsvinger*, ¾. Thence to Christiania, see Rte. 32. But to continue. From Grundsæt the grand part of the Glommen valley commences—the road keeps along the foot of a steep range of mountains on the W., until it enters the fine valley of the *Austa*, which stream is crossed near

† *Nordre Aaset i Aamot*, 1⅞. The station is good. Upon this stage the *Reen Elv*, from the Stor Sö, enters the Glommen on the E.

† *Ödegaarden i Aamot*, ⅝. This station lies 1 Eng. m. off the road; horses may generally be had at Lapstuen, between which and next station pay only for 2 m.

[If going *via* Stor Söen, probably arrangements might be made at last station to take the same horse to Disæt. *Route by Stor Söen*, * † *Disæt*, 2 m., pay for 3, a heavy road; * † *Lössæt*, 1, but the same horse will go to Skjörbund, the southern end of the lake, whence the steamer starts daily for Akre. Capital trout and grayling fishing at Lössæt, which is an excellent station to put up at. A track over the mountains leads to the Klar Elv. Shooting well spoken of.]

The Haft Elv is crossed before reaching

† *Ophuustuen i Elvedalen*, 2⅛. This station is on the E. bank of the river. Travellers who are obliged to sleep here generally leave their carrioles at a small hut, where the horses are changed, and are then ferried over to the station. It is a particularly bad station. Four torrents are crossed on this stage, and the *Imse* Elv near

* † *Roqnstad Möklebye i Elvedalen*, 1½; a very good station. A horse-track leads hence through the mountains to the W., and enters Gudbrandsdal near Losnæs, Rte. 26. Between Möklebye and the next station, upon the E. bank of the Stor Sö, there resides a hunter, whose services the sportsman would do well to secure, as deer, and sometimes elk and bear, are to be met with on that side of the lake. It is, indeed, one of the finest sporting districts in Norway.

* † *Vestgaard i Elvedalen*, 1¼. Here our route crosses the Glommen to the l. bank, and leaving that river, a very long and hilly stage across the mountains is commenced, great part of which is along the l. bank of the Stor Sö. There are two arms of the Glommen to be crossed; one ferry is an operation of some difficulty, when the river is full. The Glommen is left here, and not seen again till Neby. It is a capital station. Where the road crosses the river at Vestgaard, a horse-road leads up the l. bank to Stein, at the entrance of Steindalen, from whence a road joins our route higher up at Neby. By this way 40 Eng. m. of the Glommen may be explored, which are not seen upon the direct route.

Akre i Rendalen, 2⅜, but pay for 4. This stage is also very hilly—road all the way up the valley of the *Rena Elv*.

Mysberget i Övre Rendalen, 2, pay for 2⅝. Indifferent accommodation. The road hence lies through a dense pine-forest for 20 Eng. m., in which hardly a human being is met with. The solitude is very striking. In some parts large tracks have been destroyed by fire; the charred stems of which present a most remarkable appearance. A fine mountain, called "Bellingen," is seen at intervals on the l. Ryper plentiful about Engen. Here a horse-path leads W. to the Glommen, where it separates, and to the N. leads to the Dovre Fjeld; to the S. it cuts another track to Gudbrandsdalen, which it enters near

Öien. The ascent is very long and steep, up the valley of the Rena, which is twice crossed on the way to

Kirkremo i Tyldal, 2⅞, pay for 4⅜. On the last stage the traveller must rest ½ hour halfway, at Midtskoven. The ascent still continues on this stage—the Rena is again crossed, the fine mountains of the *Trons Fjeld*, 5761 ft., are passed close on the W., and the valley of the Glommen is again entered, and the river crossed at

† * *Sandtröen i Tönset*, 1⅜, but pay for 1⅞. From Engen to Neby a very heavy road, requiring at least 2½ hours, going S. Here a station-road runs S. down the rt. bank of the Glommen to Foldalen, and so to Jerkin, on the Dovre Fjeld, 8½ m. The stations are—to *Gjelten*, 2⅛; † *Nordre Holm i Foldalen*, 2½, pay for 3; † *Kroghaugen*, 1; † *Dalen i Övre Foldalen*, 1½; † *Jerkin*, 1½. Rte. 32 also turns off here.

Another Station-road to Trondhjem has been made, which, commencing a short distance on the S.W. of Neby, runs up the valley of the *Ponden Elv*, crosses the mountains, and descends by the valley of the *Orkla Elv*, until it enters Rte. 26, near the Garlid Station. The stations are *Fosbækken i Tönset*, 1¼, pay for 1½; † *Stöen i Qvikne* (at this station good accommodation is to be had), 2⅛, pay for 2⅞; *Frengstad i Qvikne*, 1¼, pay for 1½; *Næverdal*, 1⅛, returning pay for 1½ (hence in winter one can go to Austberg, 1); † *Garlid i Sognedal*, 2¼, pay for 3. This route, which is now the post-road, is 4½ m. shorter than by Röraas. (*Vide* Rte. 26.)

In going from Trondhjem to Christiania, those desirous of seeing as much as possible of the Glommen may keep that river in sight nearly all the way, by going from Neby to Stein, and thence taking the horse-road which leads down the valley, and joins our route again at Vestgaard. (See Rte. 32 for stations on the above road.)

From Neby to Röraas our route continues through grand mountain scenery up the valley of the Glommen. The costumes of the peasants become picturesque. In the Glommen, as well as the Torneå and other rivers, the fish are speared by torchlight, as in Scotland. "Few objects are more exciting to the lover of field-sports, or more interesting to the admirer of the picturesque, than the rugged banks of a mountain torrent lit up by gleaming torches, whilst the foaming stream glitters and sparkles as it bursts amid the rocks here and there at intervals, every object standing out prominently in a blaze of light, whilst at other points of the stream everything is shrouded in the blackest darkness, the whole forming a scene to which no painter that ever lived could render justice." — *Milford's* 'Norway,' p. 280.

† *Frederiksgaard i Tolgen*, 2.

† *Ostvand i Tolgen*, 1¼. The road to this place keeps along the Glommen. In winter, when the ice bears, horses are changed at *Lilleöien*.

T. * † RÖRAAS, 1¾. This town contains about 3000 inhab. It owe sits existence solely to the extensive copper-mines in the neighbourhood, which were discovered in 1645, and have, with few intervals, been worked to a profit ever since.

The annual produce of these mines has occasionally been as high as 4000 skippunds, 600 or 700 tons; at present it rarely exceeds 250 tons.

The *Mines* are well worthy of a visit, and although sunk to a depth of from 200 to 300 fathoms, the workings are nearly all carried on in the direction of the lode, or bed of ore, which seldom inclines above 15° from the horizontal, so that you can, in most cases, walk to the bottom; in fact, unlike the generality of mines, horses and carts are

employed to bring the ore to the surface, or at least to the short perpendicular shafts, by which it is conveyed up.

There are no manufactories, nor is agriculture carried on to any extent in the neighbourhood. The inhabitants are supported solely by the traffic created by the mines.

This town is situated about 3000 feet above the level of the sea; it is consequently one of the coldest districts in Norway, the mercury, during the winter, being frequently frozen.

In the neighbourhood of Röraas, the traveller will most probably have an opportunity of seeing some of the Laplanders with their deer. There is much to interest and amuse in their peculiar habits and mode of life. From Röraas there is an excellent new road into Sweden—thus to † *Ernstgruben*, 1¼; †*Skotgaarden*, 1⅜; *Östre Malmoyen i Sverige*, 1 Norsk, and 1 Swedish mile.

From Röraas to the *Öresund Lake* on the N.E. the Glommen becomes a mountain torrent, forming numerous waterfalls, which, though not large, are many of them highly picturesque. Some way from Röraas the Glommen is crossed for the last time, and the ascent continues as the road winds away to the N. from the valley of the Glommen. The summit level of the mountains is attained near

† *Bergan i Röraas*, 1¼. A picturesque little station, but the people very poor, and the house dirty. It is about 4000 ft. above the sea. The only trees near are birch. This is a very thinly populated district, and a very peculiar dialect is spoken. The small lake passed on the W., before arriving at this station, is the source of the *Gula Elv*, and along the picturesque valley of this stream the road now descends, winding along it for the greater part of the way to Trondhjem. Numerous tributaries of this fine river are passed.

† *Næsvold i Alen*, ⅞.

† *Hov*, ⅞, pay for 1⅛ returning.

Ramlo i Holtaalen, 1⅛.

Langledet i Holtaalen, 1.

Kirkvold i Singsaas, 1⅝. The Gula is crossed to the l. bank after leaving Kirkvold.

† *Kjelden i Singsaas*, 1⅜.

† *Engen i Stören*, 1⅜. Engen is close to the rly. stat., and has a good hotel. *Railway* hence to Trondhjem. About here the *salmon-fishing* is well spoken of. On leaving this station, the Gula Elv is crossed, and the Dovre Fjeld road is joined soon after.

Vollan i Horrig (or Vollan), ⅝. From hence to Trondhjem is the same as Rte. 26; dist. 4.

ROUTE 32.

CHRISTIANIA TO TRONDHJEM THROUGH KONGSVINGER, AND UP THE VALLEY OF THE GLOMMEN.

Distance, 54 Norsk m., or 378 Eng. This route is not to be recommended to those who are unacquainted with the far grander beauties of the Dovre Fjeld road, Rte. 26. The Glommen is the finest river in Norway. By this route, about 300 Eng. m. of this splendid stream may be explored, the road keeping close by it, more or less, the whole distance. The falls and cataracts of the Glommen, and its many beautiful tributaries, are numerous, and

the scenery increases in grandeur towards the N. There is ample occupation for the sportsman, the angler, and the artist. Nowhere can the pine-forests of Norway be seen to greater perfection than upon this route.

Railway from Kongsvinger to Lilleström on the Eidsvold line, so that the traveller can go the whole distance from Christiania to Kongsvinger by rail, dist. $8\frac{3}{10}$ m. Two trains run daily up and down, taking about $4\frac{1}{2}$ hours. Fares, 1st class, 1 sp.-d. 4 m.; 2nd class, 1 sp.-d. 1 m.; dogs, 1 m. each; carrioles and carts, $1\frac{1}{2}$ sp.-d. (Rtes. 26 and 35).

Should, however, the traveller prefer going the whole way *en carriole*, which cannot be recommended, as the road is but little travelled, and the stations inferior, he will proceed from Christiania to

† *Grorud i Aker*, $\frac{7}{8}$ m.

† *Skrimstad i Skedsmo*, $\frac{7}{8}$, pay for 1.

† *Klöften i Ullensager*, $1\frac{1}{8}$. Here the road branches off to the right.

† *Lund i Ullensager*, $\frac{5}{8}$.

† *Opaker i Næs*, $1\frac{1}{2}$. Upon this stage the *Ous Elv* is crossed near its junction with the Glommen.

† *Korsmo i Odalen*, $1\frac{3}{8}$, from which place one can be set over to Skarnæs, a station on the rly. From Korsmo one can post to Nordre Odalen; thus—

From † *Korsmo* to † *Ekornhol*, $1\frac{1}{2}$; † *Östvand*, $1\frac{3}{4}$, resting for $\frac{1}{2}$ hr. on the road. When the ice bears on Storsöen, it is only $\frac{3}{4}$ m. From † *Korsmo* also one can post direct to † *Östvand*, $2\frac{1}{8}$, or in winter over the ice, $1\frac{1}{4}$.

† *Sundby*, $\frac{3}{4}$. From hence one can be set over to Sander rly. stat. From Sundby to † *Östvand*, 2.

T. † *Kongsvinger*, $1\frac{1}{8}$. Here there is a bridge over the Glommen (rail to Christiania). The traveller can now proceed to Grundsæt, $9\frac{5}{8}$, where Rte. 31 is joined either on the E. or W. bank of the Glommen (*vide* p. 176).

From Grundsæt to Vestgaard is the same as in Rte. 31; dist. $7\frac{1}{4}$. On crossing the river at Vestgaard, our route separates, and by a by-road keeps along the l. bank of the Glommen to

Hanestad, 4. Near here, on crossing a small torrent, a by-road leads N.E., and joins Rte. 31 at Bergsæt, $1\frac{1}{2}$ m.

Stein, or *Gjelten i Lille Elvedal*, 4. Trout-fishing excellent about here, and the deer and general shooting well spoken of. From hence a station-road leads up Steindalen to that most excellent station, Jerkin, on the Dovre Fjeld (see Rte. 26). Dist. $6\frac{1}{2}$ m. The stations are—*Grimsbo i Nedre Foldalen*, $2\frac{1}{2}$, pay for 3; † *Kroghaugen*, 1; † *Dalen i Övre Foldalen*, $1\frac{1}{2}$; † *Jerkin*, $1\frac{1}{2}$.

Crossing the Glommen here, and keeping up the right bank, the *Tronfjeld*, 5761 ft. high, is seen on the E. Shortly before arriving at the next station, the *new road to Trondhjem*, up the valley of the *Tonden Elv*, is passed on the l. (see Rte. 31); and which route our road joins again at *Neby*, 2. From hence to *Trondhjem* as in Rte. 31.

ROUTE 33.

TRONDHJEM TO STOCKHOLM, THROUGH VÆRDAL AND SUNDSVALL.

Dist. 90 Norsk m., or 610 English

Norsk and Swedish miles are no

the same. Each is 18,000 alen, but the Swedish foot is rather less than the English, while the Norsk is $10\frac{1}{10}$ longer; thus the Norsk mile is $7\frac{1}{2}$ miles exactly.

This route is quite practicable for ladies. It is advisable to obtain a good supply of Swedish *small* money, and if in paper, it will be more readily taken than silver. Many of the stations are good, but a small stock of provisions should always be taken.

This road, which connects Trondhjem and the capital of Sweden, is now a capital one, and very tolerable accommodation is to be met with the whole way. The distance from Trondhjem to Sundsvall, the nearest point of the Gulf of Bothnia, is about 350 English miles, of which at least 60 run along the shore of the Trondhjem Fjord, nearly due N. as far as Værdal, from whence the road strikes directly across Sweden, pursuing with but little variation a S.E. course, until it reaches the Gulf of Bothnia at Sundsvall.

From Trondhjem to *Levanger*, as in Rte. 24; dist. $7\frac{1}{2}$ m.

The country is much better here than in the intermediate neighbourhood of Trondhjem, the soil superior, and the barren headlands of primary rock running into the fjord not so numerous, steep, or rugged. Cultivation extends back into the country as far as the eye can reach, and is not confined to the hollows and skirts of high ground, but spreads over hill and dale. One of the most curious facts is the successful cultivation of the hop-plant in this district. "I found a small hop-garden even on this farm (near Levanger), and the crop apparently was excellent. It is singular that a plant, which is so delicate and precarious in the S. of England, and requires the most expensive culture, should flourish here in lat. 64° with very little attention paid to it."—*Laing's* 'Norway.'

On entering Værdal, the road turns suddenly to the S.E., making quite an acute angle with its former direction, and here opens one of the most beautiful valleys in all Norway, through which the road runs as far as Indal. "I do not know in Scotland so beautiful a valley as this of Værdal—the crops of grain so rich and yellow—the houses so substantial and thickly set—farm after farm without interruption, each fully inclosed and subdivided with paling—the grass-fields of so lively a green, as free from weeds and rubbish, and as neatly shorn, as a lawn before a gentleman's windows, every knoll, and all the background covered with trees, and a noble clear river running briskly through it. There is a reach or two of Nithsdal, which on a small scale resembles this valley, but the soft, living green of the natural grass does not belong to or is not long retained by our sown grass-fields. I find that all these beautiful little farms with the substantial houses, and that air of plenty and completeness about them which struck me so much on my way up this valley, are the Udal estates and residences of the peasant proprietors, or bonder. This class of bonder are the most interesting people in Norway. There are none similar to them in the feudal countries of Europe."—*Laing*, p. 92.

* *Næs*, $1\frac{1}{4}$. From hence a road leads across the *Væra River* to the village of Stiklestad, $\frac{1}{2}$ m. distant, which is celebrated as being the spot where St. Olaf was slain. The church there is also very old and interesting (see Rte. 24). The salmon-fishing near here is indifferent. The river has clay banks, which after rain cause the water to come down a muddy-white colour. There is some good trout-fishing in some of the tributaries.

From Næs the road keeps up the S. side of the valley, near the Væra River, great part of the way, and crosses a fine tributary to it shortly before arriving at the next stat. It is a heavy stage. The beautiful Guddingsbakker are passed before arriving at

Garnæs, 1. Here a station-road runs to the N.W., and joins the coast road, Rte. 24, between the Röske and Steenkjær Stat., about 4 m. distant.

During this stage the road twice crosses the river, and by a very steep ascent winds up to the head of the valley at

Suulstuen, 1½, pay for 1¾. From hence the ascent continues through grand mountain scenery to Kongstuen, where the summit-level of the mountains is attained, and horses are baited before finishing the stage. A short distance beyond this the *Swedish Frontier* is crossed; the descent on the E. side of the mountain commences, and the next. stat. is reached at

Sandvigen, 1⅜, pay for 1⅝.

Mælen, 1½. This is in Sweden. For some distance beyond this place there is little of interest in the scenery. The general shooting is good. Ptarmigan are said to be particularly abundant. The scenery, with but little exception, from the Swedish frontier to Stockholm, is of a less grand character than upon the Norwegian side. From Mælen, *Steamers* go twice a week to Osteraad.

For the rest of the stats. in Sweden, and *Steamers* from the towns upon the coast, see Rte. 74, *Handbook for Sweden.*

ROUTE 34.

ALTEN TO TORNEÅ AND HAPARANDA (AT THE HEAD OF THE GULF OF BOTHNIA), BY RIVER OR BY LAND, IN WINTER OR SUMMER.

Dist. 63⅝ Norsk and Swedish m., or 430 Eng. In winter, when the snow is in a good state for sledging, this journey is usually performed in 6 or 7 days. In *summer* it takes longer.

From Torneå and Haparanda the route can be continued along the E. side of the Gulf of Bothnia to St. Petersburg, or along the W. side to Stockholm, Rte. 64.

Torneå and Haparanda lie nearly due S. of Alten. There is no road until the valley of the Torneå River is entered; previously to that it is a mere horse-track across the mountains, but the stats. are arranged as in the S. provinces, the whole way from Alten to Torneå.

A supply of provisions must be taken upon this route for the whole journey; anything picked up *en route* being merely supplementary, and not to be depended on. If possible, some Swedish money should be obtained at Alten, but this is not essential, as Norwegian dollars pass on the Swedish side. It is well to have a Russian *visé* to the passport, before entering the territory of the Emperor. For Sweden it is not essential.

The great impediment to travelling here is the *Mosquito*. See p. 186.

In Winter

this route is much frequented, particularly during the fair at Alten, in the latter end of November. It can then easily be traversed in sledges. At that season the journey, as far as Muonioniska, is performed in a pulk, drawn by one reindeer. From Muonioniska to Torneå with horses and sleighs.

The charge for a reindeer from Alten to Kautokeino is 4 orts, or 96 skillings, and from Kautokeino to Niska the same sum. Each traveller generally hires 3 reindeer; 1 for himself, 1 for his luggage, and 1 *to relieve the other 2.* He must also hire 1 for his guide, to whom 4 orts are also to be paid.

It is essential to be provided with the warmest clothing. The best plan is to adopt the dress of the Laplander, which consists of a good warm cap, and, over the ordinary clothes, a pæsk or coat of reindeer skin. This is a large loose garment reaching from the neck to below the knees, and belted round the waist by a leathern girdle; the lower parts of the dress are called bællinger, which are leggings, and reach from the ankle high up the thigh; they are somewhat in the form of spatterdashers, but with this difference, that they are whole, not having buttons at the sides, but being fastened at the top by a running string that tightens them, and covered at the bottom by the skalkomager, or shoe of reindeer skin, which is confined by a long narrow band, going several times round the ankle, keeping the whole tight together, and preventing the possibility of any snow getting in. These shoes are well stuffed with soft dry grass (*Carex sylvatica*) called senne; and over a pair of good worsted gloves are worn reindeer mittens, also stuffed with dried grass. No other kind of dress can supply the place of this, which is admirably adapted from its material and make to enable the wearer to sustain the severity of the climate. The reindeer-skins are worn with the hair outwards, and from the peculiar closeness and thickness of their texture, it is impossible for the cold to penetrate them. Every article of clothing which is tight, and liable to occasion numbness by pressing against the skin and impeding the circulation of the blood, should be avoided. The sleeves of the pæsk are in general so large that the arms are easily drawn out and replaced in them without the garment being taken off.

The *pulk*, or sledge, in which the traveller is conveyed, in form somewhat resembles a canoe with the stern cut off. It is 5 ft. in length, about 16 in. broad, and 8 deep, the back board being about twice that height. The head of the pulk comes to a sharp point, the stern is flat, in order that it may be leant against conveniently, and the bottom is convex; it has an oval half-deck in front, covered with seal-skin, to prevent the snow being driven in. To this pulk only one deer can be attached. The harness consists of a collar of reindeer-skin; to the lower point of this collar a single trace of strong leather is attached, which passes between the legs of the deer, and is fastened by a small transverse piece of wood to an iron ring at the front of the pulk. Round the body of the deer is a broad belly-band of coloured cloth, through which the trace passes. Round the neck is a broad loose band or collar of cloth, to which is suspended a bell, the sound of which enables the different members of a party to keep together. The head-stall is merely a strip of seal-skin fastened round the head of the deer, and tied in a knot under its left ear; to this knot the rein or bridle is fastened, which is likewise only a strip of seal-skin.

As soon as the traveller is seated, the deer sets off at full speed. The

rein is held in the right hand, being sometimes fastened round the wrist by a slip knot, but more usually it is wound once or twice round the hand to keep it firm. From the knot being tied under the left ear, the side on which the rein would consequently hang is the left; but it is necessary that it should always be on the right, to enable the driver more readily to strike the animal on the flank when he wishes to increase its speed, as also to swing it suddenly round on the left side to cause the deer to stop. There is some knack required to keep the rein on the right side, as it is continually getting over to the other. The difficulty of preserving the pulk upright is at first very great, and it is only by exactly balancing his body that the traveller can keep it in an upright position.

An inexperienced person will inevitably be rolled over, not merely once or twice, but several times; but on account of the lowness of the vehicle no bad consequences are likely to ensue. If the pulk were constructed upon any other principle, it would scarcely answer the purpose; the nature of the country, and the snow through which it has frequently to plough its way, require that the bottom of the pulk should be like that of a canoe; were it broader, the inequalities of the ground it passes over, the depth of the snow, and the steepness of the ascents, would render it impossible for the animal to drag it.

In Summer

this route is also interesting. The scenery for a considerable distance on the Norwegian side is very grand. The naturalist will find abundant occupation in the botany, geology, and mineralogy of the varied districts traversed. Bears are by no means rare on the Norwegian side; and in the upper parts of the mountains wild reindeer are sometimes met with, but from the number of tame deer, which now feed on this fjeld in the summer, and which drive away the wild ones, not so frequently as formerly. Ducks and plover are plentiful about the end of August, but not later than September, when they are frozen out, and migrate southwards and westwards. But few *ryper* (woodgrouse) are to be found, as the route for the most part is at a greater elevation than the scrub grows which these birds frequent. Neither will the traveller have much time to diverge right or left from the track in pursuit of them, as it is necessary to get from one *Fjeldstuen* to the next before night closes in. Trout are plentiful in the small lakes and streams; and *salmon* in the Muonio and Torneå rivers; in the upper parts of which these fish are chiefly speared by torchlight. It is said that salmon in these rivers, and indeed in all those which flow into the Gulf of Bothnia, will not rise at a fly. It is doubtful what is the cause of this. It has been stated that they are a different species of salmon, but the more probable explanation seems to be that the Gulf of Bothnia and the Baltic contain so much fresh water that the salmon never reach the sea, and consequently are never in such good condition, or so hungry for a fly, as those on the W. coast of Norway. Their flesh, when cooked, is certainly much whiter. The journey is fatiguing; but gentlemen need not fear taking it.

After the first 2 or 3 m., throughout the entire distance from Alten to Kautokeino, there are no inhabited houses, except the châlets or stations erected at the public expense for the accommodation of travellers; and though the interior merely contains a rough bench, and a square hearth, with an aperture in the roof for the egress of the smoke, the traveller, after the fatigues of the day's journey, hails them with gratitude. They commonly contain one decent

guest-chamber, set apart for the use of travellers, in which it is possible to sleep. Here and there some Lapland tents may be met with, as all the mountain Laplanders are nomads.

From Alten to Kautokeino is 16 Norsk m., or 112 Eng., and can only be traversed on foot or horseback.

The traveller may engage a guide and horses at Bosekop for the whole way thence to Karesuando. This arrangement is very convenient, as it leaves him free to arrange the details of the journey according to his pleasure.

Johannes Strand is an excellent guide, a first-rate walker, and always ready to make himself useful. He is paid 14 dollars, and 10 dollars for each horse.

The luggage taken should be as little as possible, and will be most readily carried in saddle-bags. The river is navigable for about 4 m. from its mouth; and from Alten, for some distance towards Kautokeino, there are two horse-tracks, one of which keeps up the grand valley of the Alten, and follows the winding of the river until it joins our route, which is the more *direct* and usual one, and keeps to the W. of the Alten. There is little interest in the scenery, its features being dreariness and innumerable small lakes. Fuel and fodder for horses equally scarce. Game also scarce from want of cover. *Salmon*, intercepted by the falls of the Alten, are confined to the lower part of the river. During about the first 20 hrs. from Alten, the way is very steep and mountainous, the fir and other trees become gradually stunted, and the birch at length is alone seen at about 898 ft. above the sea. The ascent then becomes less rapid, a large tract of dreary levels is passed, and at their termination the last glimpse of the sea near Alten is obtained. The ascent then continues again, until a vast table-land, abounding in reindeer moss, is attained; the highest part of which is *Nuppi Vara*, 2655 ft. above the sea. This hill commands a most extensive view. To the N., the snowy chain of the *Lyngen* is seen, while beneath and around extends a dreary waste, with numerous small lakes. To the S. it is level, and of immense extent. Here Laplanders, with their herds of reindeer, may usually be met with in summer. About 2 m. before the end of this stage a descent is commenced, and the deep and rapid *Siaberdasjock*, which is the principal source of the Alten River, is crossed, shortly before arriving at Kautokeino.

The journey to Kautokeino may be thus divided:—

Stations.	Miles.
Bosekop to Gargia	2½
Gargia to Solavama	3½
Solavama to Bingis Jervi ..	4
Bingis Jervi to Kautokeino	6

Perhaps a less fatiguing and more interesting way is to ascend the Alten River in boats, for about 4 m. from its mouth, having previously arranged to have horses in waiting at the hut, where the track diverges from the river; thence, to cross the mountains to another point of the Alten River, where boats from Kautokeino should have been ordered beforehand to meet the travellers. This can be done by writing from Alten some days before starting. Information of the days when the mountain post goes would be furnished at Bosekop. We have been favoured with some notes of the route.

"Aug. 26. We left Alten in the evening in two boats, and were poled up the river to a small house on the W. bank, about 4 m. from the mouth, accompanied so far by some friends to see us off. This house, in which we slept, is about 20 ft. long by 14 wide. It is divided into 2 rooms. In the outer one, about 14 ft. by 8, 11 adult men, 1 woman, 1 child, and a baby, slept. The next

morning we started about 7; our luggage, consisting of 2 oblong baskets, covered with tarpaulin, a cooking apparatus, and 2 waterproof carpet bags, was slung upon 2 horses. There was a third for riding. The baskets contained our provisions, which consisted of a ham, some bacon, some bread and biscuits packed in tins, coffee, sugar, portable soup, and a tin or two of preserved meat, which we fortunately had with us. Our course lay about west, away from the river, up a valley through birch and fir trees, against which the horses bumped our baggage considerably. Part of the forest had been lately burnt; the trees were still standing, but dead and bare, the picture of desolation. It is stated that, when a fir forest is burnt, birch-trees spring up in its place, and *vice versa*. About 3 hrs. brought us up on to the bare Fjeld, from whence we obtained a fine view backwards of the hills on each side of the river, and of some mountains to the N.E. We fancied they were the mountains of Seiland, at the mouth of the Alten Fjord. A little farther on, we had a view of the mountains near Kvænangen Fjord, on the W. When the Fjeld is attained, it is an undulating plateau, with very gentle ascents and descents for a great extent. Nothing around but reindeer moss (*Cenomyce rangiferina*), a little reedy grass, and bare stones. No birds, or living creatures of any kind. The extreme silence and stillness is, perhaps, the most striking feature. This was only broken by passing a Lapp encampment with a few deer about it. About 8 we reached *Ladne-jaure*, where we again came upon the river, descending to it over an abrupt cliff, which only Norwegian horses would attempt to descend. This is reckoned to be 6 fjeld miles from the hut, where we had slept the night before. We were fortunate enough to find a *gamme* of boughs here to sleep in, constructed by our Norwegian friend, which was same shelter from the pouring rain. We had ordered two boats from Kautokeino to meet us here.

"Aug. 28. The next morning we started about 9. The river here widens out into still shallow lakes, with little stream through them, so that with rowing and sailing we proceeded at about the rate of 1 Norsk mile an hour. There were plenty of ducks about, of which we were fortunate enough to shoot some for dinner, to which, boiled with portable soup, they were a very great addition. We regretted much we had no spinning tackle with us. There must be trout of very great size in these entirely unfished waters, and at times the boats were not going too fast to admit of trying for them in our course. There were occasionally some fishing eagles on the banks, one of which my companion with some difficulty shot. I had seen, the week before, in the Alten River, an eagle make an attempt to carry off a salmon, which was too large for him. I heard a great flapping of wings on the water in the stream at the bottom of the pool, and, on looking down, saw a great fight between the fish and the bird. The bird could not lift the fish out of the water, but could bring him to the surface. At length the fish dragged the eagle under water, and all was quiet. Presently they reappeared, and the same contest took place on the surface once more. This was repeated three times, and at last the eagle was dragged down, and I saw no more of them. My boatman informed me that instances had occurred of salmon being taken in their nets, with the body of an eagle attached to them, both dead of course; the eagle having been unable to withdraw its claws. We had dinner at Masi, an old Lapp church, but unused for 100 years. There is no roof, and a birch-tree was growing in the middle of it. All the baulks of timber, of which

it is built, must have been brought up singly over the snow by reindeer from Alten. About 5 P.M. we reached a fine fall of about 50 feet in height, over which a great volume of water was falling. The boats had to be dragged over land here, and as this operation took some time, we passed the night on an island in the middle of the river; our Lapp boatmen *lighting* an enormous fire, and making a shelter by turning the boat upside down. The next day we reached Kautokeino in about 4 or 5 hours; the banks of the river getting lower and lower, as we ascended, till near Kautokeino they were but little above the river. The distance from Alten to Kautokeino by this route we roughly calculated to be about 19 miles. With a strong north wind it might very easily be done in 3 days. The expenses for 2 were—3 horses from Alten to Ladne-jaure about 16 sp.-d. The bargain should be made before starting. From Ladne-jaure to Kautokeino, 2 boats with 4 men, 13 sp.-d. The most favourable time for this trip is in the middle of August, before the days shorten sensibly. The melting of the snow in June, and early in July, converts every stream into a torrent, and every spring into a morass.

"The mosquitoes in July and the *beginning* of August are so troublesome as to deprive the trip of all pleasure, much worse than in India or Australia. The Lapps use spirit of tar, an effectual but disgusting preventive. The wrists, being much exposed, should be protected by gauntlets. In September the days shorten so considerably, and the nights become so cold, that camping out becomes unpleasant."

Kautokeino. The Landhandler receives travellers, and the accommodation is good. 16 m. over the fjeld all the way, or 19 m. by Ladne-jaure and Masi. There is a small colony of Kvæns settled here; their ancestors came from Finland. Kautokeino is situated in a shallow valley, or basin, opening towards the north-east. The country round is perfectly bare of trees. In winter the cold is intense. On the southern bank of the river the ground remains frozen the whole year round. Grain and other supplies have to be brought up all the way from Alten. The population in winter consists of about 800 Lapps, but in summer of not more than 80. Still, for some years past, the stationary population has been on the increase, and the church is now kept open all the year round. It was built in 1660, and stands on a slight eminence. In summer, the inhabitants of this village gain their principal subsistence by fishing in the numerous lakes about these mountains, and in collecting fodder for their cattle in winter. Here also many Lapland families keep their stores of winter clothing, &c., as at that period they descend from the higher ranges and congregate about this place. Kautokeino is 834 feet above the sea. A track leads from hence to the N.E., at Karasjok, 8 m., where it joins that from Alten to the *Tana River*, mentioned in Rte. 24.

The ordinary post-track from Bosekop follows the valley of the Alten for a mile or two, and then leaves it, crossing a ridge on W., not to return to it until its junction with the Siaberdasjock, 1 Norsk m. from—

Kautokeino, to
Mortas, 2 N. m.
Suaservi, 5 m. } Stations.

There are no horses to be had in Kautokeino, and they must be ordered beforehand from Karesuando, in Sweden, distant about 10 m. They should be ordered by writing from Bosekop, and time must be allowed for them to come.

From Kautokeino the country is comparatively level, the mountains seem being detached, and rarely exceed about 500 ft. from the surrounding

plain. The ascent, however, again commences from Kautokeino, but is very gradual until it reaches the small lake of *Jedeckejaure*, 1378 feet above the sea.

"Forests of fir and birch close in on our track, being first seen at an elevation of 1327 feet above the sea; but there was little else of interest.

"*Karesuando*, 2 m., is on the S. side of the Muonio, which is a fine river, dividing Swedish Lappmark from Russian Finland, more than 200 yards wide, although it must be more than 250 Eng. m. from the sea. There is a nice *church* here, and an appearance of prosperity very striking after the desolation of the Fjeld. Barley ripens here.

"The next day we took a boat with 3 men, and got as far as Muonioniska. The boats are of the same construction as the Alten boats, but larger; 35 ft. long, 4 wide, and 3 or 4 narrow planks deep. Two men row, and one steers with a large paddle. The stream is very rapid, and the cataracts numerous, but the boatmen are very expert. Dense forests clothe the Russian bank; there are greater attempts at agriculture on the Swedish side. Halfway between Karesuando and Muonioniska, Palajoensum, where the winter road joins the river, is passed."

Muonioniska, 10 from Karesuando by water, or 16 from Kautokeino by the winter road. *Muoniovara*, about 1 Eng. m. from Muonioniska, on the Swedish side of the river, is the most comfortable place in the district. Fostrum, who keeps it, is very civil to travellers. After the dirt and discomfort of crossing the Fjeld, a Russian bath is a great luxury. They are generally to be had in any town or village of the Finmark, Lappmark, or Finland. There is a small building devoted to the purpose. A pile of hot stones are heaped up, in one corner, on which water is thrown. The patient is seated on a shelf high up near the roof, and gently flagellates himself with a bundle of birch twigs, while the steam ascends all round him. 125° Fahr. was as much as I could bear comfortably, though the natives, with whom this is a weekly custom in winter, take it much hotter. They go from this heat, and plunge in cold water, or roll in the snow for a short time. After which they return to the bath, and are soaped and washed by an old woman, who is in attendance.

From Muonioniska.

In summer the usual and most delightful mode of making all the rest of the journey to Torneå is by water.

The Karesuando boatmen will not go farther than this, but there is no difficulty in procuring others.

Fares.

Each boatman.. 1 rix-dollar } per
Each boat .. .. 12 ore } mile.
1½ rix-dollar for pilot over the falls.

For 1 passenger, 2 boatmen, for 2, 3 boatmen, are required.

The boats used are sharp at each end, and as buoyant as nut-shells. They are only calculated to contain two passengers besides the boatmen; two rowers sit in the bows, and in the stern of the boat is the steersman with a heavy paddle with which he guides the boat. The river is broad, of an imposing appearance, and broken by innumerable cataracts; nevertheless, it is not so difficult or dangerous as some travellers have represented it to be, the rapidity of the descent being lessened materially by its great length. Sometimes the inclination of the water is scarcely to be perceived; at others, the waves rush boiling and foaming against the rocks, appearing to carry the devoted boat to destruction, which, however, no sooner nears the apparent danger than it is whirled off and passes by in safety. It is at these critical moments that the dexterity of the

helmsman is called into requisition: the most experienced and boldest boatman is always selected for that office, and it is surprising to observe with what calmness and steadiness he guides the boat through the greatest dangers.

The banks of the river, which are somewhat flat, are covered with vegetation, and thickly wooded with the birch, pine, fir, and a variety of willow. There is little of interest, however, all the way down from Niska to Torneå. Hardly a word of anything but Finlandic is understood before reaching Matarengi.

Mr. Bayard Taylor's 'Northern Travel' suggests a vocabulary of Finlandic words, which were sufficient to carry him through the country. They are pronounced as spelt. The spelling of many words is wrong.

1	*Yxi.*	7	*Schtima.*
2	*Kaxi.*	8	*Kahdexan.*
3	*Golme.*	9	*Yhdexan.*
4	*Nelja.*	10	*Gymmenda.*
5	*Visi.*	½	*Boeli.*
6	*Gusi.*		

Horses	*Hevorste.*
A bed	*Sængy.*
To go	*Minne.*
To eat	*Sua.*
Good	*Huwa.*
Large	*Esau.*
Boat	*Venne.*
House	*Tupa.*
Where	*Missa.*
Are you ready?	*Ongus sia walmis?*
Look sharp	*Hopposta.*
How much	*Goinga bailon.*
Good night	*Huwaste.*
Drive on	*Ayo perli.*
A mile	*Peligorma.*
Bread	*Leiba.*
Meat	*Liha.*
Milk	*Maito.*
Butter	*Voyda.*
Fire	*Valkja.*
Not	*Ala.*
Over	*Boiki.*
To sleep	*Nukko.*
Bad	*Páhá.*
Small	*Picco.*
Come here	*Tuoli denne.*
Bring here	*Towa denne.*

On leaving Muonioniska, small farms appear, and fields of barley, which is the only grain that can ripen about here. Half a mile from Muonioniska are the rapids of Eyanpaika, or *Muonio-kosi*, the steepest and most dreaded on the river. These rapids continue for nearly an English mile, rushing between naked rocks, which stand like encampments on each side; a few solitary trees overhang the banks, and excepting these nothing is to be seen but the clear blue sky above, and the foaming waters which appear to be whirling you to destruction. Not a sound is heard but the roaring of the waters, as they foam and dash against numberless obstructions. It is a grand and most exciting spectacle.

"The most dangerous part of the whole consists of two nearly perpendicular falls, one about 100 yards distant from the other. The higher one is of a horseshoe shape, with a sheer fall of about 6 ft., stretching apparently right across the river. There is, however, on the eastern side a creep, through which the water rushes, instead of falling perpendicularly, and it is through this that the boat shoots at railway speed. The roar increases as you approach this, the stream boils more and more, the rowers quicken their stroke, and the boat is whirled into the tumbling bay between the two falls. It is necessary to cross this; for the passage down the lower fall is on the western side, the descent of which is very similar to that of the higher one, except that the boat floats out into some back-water immediately below, while the men quietly commence baling. Perhaps the most dangerous part of all is between the two falls, for the stream has to be crossed with the boat, at times, broadside to the

waves. This space is full of rocks also, and there is barely time to get the boat's head straight, before it is whirled into the second fall. Till quite of late years this rapid was esteemed quite impassable, and boats were dragged overland, but a certain Karl Regina, looking from the bank one day, thought he saw that a clear course was possible, and made the experiment alone, letting the boat down stern foremost by rowing against the stream, and so retaining steerage way. He was quite successful, and since that time he is the recognised pilot, and receives a regular fee for taking boats down."

From Muoniovara (about 2 English miles from Muonioniska on the Swedish side), the stations are as follows:—

Muonioalushta, 1 m.
Parkajoki, 3 m.
Kihlangi, 2 m.
Hunkki, 3 m.
Kolare, 1½.

Kexisvara, 3. The house on the Swedish bank of the river, if it be the station, is very dirty and uncomfortable. Soon after quitting this station, the *Torned River* comes rushing in by a grand fall upon the W. through a narrow opening of the rocks. The body of water is very great, and swift as an arrow. Iron ores abound about here, and in the upper parts of the Tornea actually form whole mountains. These ores are very rich, but do not produce good iron unless smelted with others of a different quality.

Kengis Bruk, at the junction of the Torneå and Muonio, will be found a better place to put up at. It is about one hour's drive S. of Kexisvara. There is no regular station, but the manager of the ironworks will take in travellers.

Kardis, 3.

Pello, 2½. There is a good station here, and the people are very civil. The country now becomes very rich, and the Armenian-like costume of the peasants is picturesque. The rest of the stations are:—

Tortola, 2.
Juskengis, 1.
Mariosara, 1¼.

* *Matarengi*, 1. The inn and carriole station is now at Ruskola, ¼ m. lower down the river. The accommodation is fair. There is a good summer road all the way down on the Swedish side from hence to Haparanda. In winter the road is chiefly on the frozen river, diverging occasionally to the Russian or Swedish side to cut off a bend. Even Muonio-kosi itself is frozen over in winter. Matarengi is nearly on the Arctic Circle. E. of it is the mountain of Avasaxa, which many travellers have ascended to see the midnight sun. Celsius, Maupertius, and the French Academicians, came here in 1736 to make astronomical observations. In the last century it seems to have been the "*but de voyage*" of many distinguished personages, who have left inscriptions in the village of Jukas-jervi, to signify that the world ended about here. Regnard and his companions left the following inscription:—

"Gallia nos genuit, vidit nos Africa, Gangem
Hausimus, Europamque oculis lustravimus omnem
Casibus et variis acti terrâque marique
Sistimus hic tandem, nobis ubi defuit orbis."

De Fescourt, Corberon, Regnard à Jukasjervi. 18th August, 1681.

Another long inscription contains the following sentence:—"Multum fui et terris jactatus et cataractis, multum quoque et *culicibus* passus."—*S. Stewart, civis orbis*, 3 *Julii*, 1787 ("Walking Stewart").

Fares for Posting from Ruskola.

Karra (for baggage); if needed, carriole	}	12 ort per mile.
Each horse	1 rix-dollar	„ „
Postboy	4 skillings	„ „

Niemio, 1 9/10.

Pækkila, $1\frac{1}{10}$. There is a fine old red-brick ch., with a handsome belfry.

Korpikula, $1\frac{1}{2}$. A large clean Inn.

Kukhola, $1\frac{7}{10}$.

HAPARANDA and TORNEÅ, 1. A short distance N. of this, a white obelisk is passed with the words "Russian Frontier" written on it. There are good quarters here, in a large and good hotel. For description of those towns and roads to Stockholm, see Rte. 81. The *Stockholm steamers* start from Salmis, the port of Haparanda, 10 m. distant down the fjord. A small steamer carries out passengers to Salmis.

The *Expenses* of the trip of course depend on the number of horses and boats used. Ours, for 2 persons, amounted to about 83 sp.-dollars, or 19*l*. The items were—

	sp.-d.
Alten to Ladne-jaure, 3 horses	20
Ladne-jaure to Kautokeino, 2 boats	13
Kautokeino to Karesuando, 3 horses	21
Karesuando to Muonioniska, 1 boat, 3 men	5
Muonioniska to Matarengi, 1 boat, 3 men	15
Matarengi to Haparanda, by road	5
Sundries	4
	83

The time consumed was 12 days, including one whole day's rest at Kautokeino, and another at Muonioniska.

The voyage from Haparanda to Stockholm by steamer, coasting along the shores of the Baltic, is described in the *Handbook for Sweden*.

ROUTE 35.

CHRISTIANIA TO STOCKHOLM, THROUGH KONGSVINGER, ARVIKA, CARLSTAD, AND BY THE NORTH OF THE WENERN LAKE (RAIL).

Dist. $59\frac{5}{8}$ Norsk and Swed. m., or 404 Eng. This is the most direct route between the two capitals. The journey by rail all the way occupies about 18 hours.

Before leaving Christiania, a good supply of Swedish *small* money should, if possible, be obtained. The peasants in Sweden still prefer paper money to coin.

After the majestic beauty and grandeur of the scenery in the N. and W. of Norway, this route is comparatively tame and uninteresting to the lover of mountain landscape. Yet some of the scenery is picturesque. See also preliminary information to Rte. 67, which is joined upon the Swedish frontier.

The rly. from Christiania to Eidsvold sends out a branch at

Lilleström Junct. Stat.

T. * † KONGSVINGER Stat. This small town was formerly of some importance, being considered as one of the keys of Norway. During the last war between Norway and Sweden the fortifications were repaired, and several additions made to them, but since the union with Sweden they have been abandoned, and in 1823 the garrison was entirely removed. The *Citadel* is upon a commanding eminence above the town, which is built upon a high point of land, round which the *Glommen* makes a sudden bend from S. to W., forming a lake, and thus render-

ing this old frontier fortress a strong position. This lake, in high floods, communicates with another, which sends a considerable body of water by the *Vrangs Elv*, into the Wenern Lake; and this probably has been, and still would be, the course of the whole body of the Glommen, but for the sudden deflection at a right angle to its previous course, which it takes at Kongsvinger.—*Laing.*

On crossing the Glommen at Kongsvinger, the rly. keeps S.E. along the bank of the Vrangs Elv, which runs towards the *Wenern*, sometimes spreading into a long winding lake, partly hidden by trees and picturesque rocks. The whole country, when seen from the heights, appears a moving sea of woods. The timber felled in these forests may be sent into Sweden by the Vrangs Elv and Wenern Lake, on the E.; and on the W. by the Glommen, into the North Sea.

Charlottenberg Stat.

The *Swedish Frontier* is crossed. The boundary line is here an avenue cut through the forest, with piles of stones within view of each other, and these are carefully kept up along the whole line of this long frontier.

Arvika Stat., on the N.W. Swedish Rly., a town of 900 Inhab., with iron and glass works.

Carlstad Stat. (*Inn:* Gastgefvaregarden), a town of 4,800 Inhab., often burned down.

Christinehamm Stat., on the N. shore of the Wenern Lake (*Inn:* Societätshuset), a town of 3,200 Inhab. Ironworks near it.

Björneborg Stat.

Degerforss Stat.

Svartä Stat.

Laxa Junct. Stat., on the W. Rly. from Götheborg to

STOCKHOLM. Terminus. The portion of the line between Arvika and Laxa will be opened 1871.

See *Handbook for Sweden.*

ROUTE 36.

CHRISTIANIA TO STOCKHOLM, BY FREDERIKSHALD AND THE SOUTH OF THE WENERN LAKE.

Dist. 71 Norsk and Swed. m., or 483 Eng. This route is considerably longer than the *last*, but the scenery upon it is more picturesque, and it embraces all the towns on the eastern side of the Christiania Fjord, besides the *Falls of the Glommen*, and of the Gotha River, at *Trollhättan.*

As to money, &c., see preliminary information to Rte. 34, and also to Rte. 69, which this joins at the Swedish frontier.

The traveller can avail himself of the steamer to Frederikshald, which runs twice a week in April, May, September, and October, and three times in June, July, and August. The average passage is 8 or 9 hrs. There are several ways of reaching Frederikshald by land. The best and usual route is by the new road on the eastern shore of the fjord to

† *Lian i Aker*, 1.

† *Riis i Aas*, 1⅜; from Riis one can post to Dröbak, 1¼.

* DRÖBAK is built upon the E. bank of the Christiania Fjord, and in the narrowest part of it. The Pop. is about 1500. It has a small export trade in timber and deals, and a large traffic in ice (called Wenham) to England, furnished by a company who have bought a lake near this for the purpose. Opposite the town is a little island, upon which the Government have constructed a fortress, intended to protect the capital against a *coup de main* by steamers or other vessels coming up the fjord. Proceeding from this, the next station is

† *Östby-Ödegaarden i Vestby*, 1⅜. Hence to Dröbak, 1¼.

† *Smorbæk i Soner*, 1½. Towards the end of this stage the road is

again close along the E. bank of the Christiania Fjord.

T. * † Moss, ¾. This town is picturesquely situated on the bank of the fjord. It is the capital of the Amt of Smaalehnes, and the residence of the Amtmand. It has about 4000 Inhab. There are several sawmills in the neighbourhood, and it has a large export trade in timber and deals. The ch. is a handsome building. There are baths in the town, which are much resorted to in the summer season by the inhabitants of Christiania. When the Swedes under Bernadotte invaded Norway, in 1814, it was at *Moss*, on the 14th of August in that year, that the convention and armistice were agreed upon, and which immediately preceded the final union of the two crowns.

On the opposite side of the fjord is the small town of *Horten*. Those who desire to proceed to the W. of Norway from Moss can do so by the following stages:—Tronvigen, ½ m. Thence across the fjord to Horten, 1⅛. Bruserod, 1⅛, where Rte. 24 is joined; on the way to Drammen or Kongsberg. Or from Horten the same route can be entered at Fyldpaa, 1⅞, on the way S. to Laurvig and Christiansand. Continuing our route from Smorbæk, the next station is

* † *Dillingen i Rygge*, 1⅞. Dillingen lies ⅝ m. E. of Moss, and is not used if the traveller is going to or from Moss, in which case he proceeds to Carlshuus, 1⅜.

T. † *Carlshuus i Raade*, 1. From hence a road to the S. diverges from our route, and leads by † Krabberod, 1⅛, and after crossing the Glommen by a ferry to the town of

T. † FREDERIKSTAD, ⅝. A fair *Inn*. *Steamer* several times a day to Sarpsborg. The greater part of this road is along the bank of the most W. branch of the Glommen, which is crossed by a ferry near the town. The Pop. is about 3000. Formerly it had a considerable trade, but, since the erection of *Sarpsborg*, its commerce has greatly diminished. This is a fortified town, and was of considerable strength, but of late years the works have been much neglected. In 1716, Charles XII. of Sweden attempted to carry it by a *coup de main*, but failed, and, moving upon Christiania, was so roughly handled by the brave Norsemen that he was compelled to retreat, with the loss of 4000 men, and thus ended his invasion of Norway for that year.

A *steamer* calls here every morning, about 11 o'clock, on her way from Frederikshald to Christiania (see Rte. 20). From Frederikstad our route can be joined at Sarpsborg, 1⅜; or at the station at Öiestad, 1⅝, through which a road leads from hence to Frederikshald. The splendid fall of the Glommen, known as *Sarpfos*, is about 1½ m. up the river from Frederikstad, and about the same distance by the road. For description of the fall, see below, at Sarpsborg.

Direct Route continued.—Shortly after leaving the last station, Carlshuus, a road upon the N. is passed, which leads up the valley of the Glommen to Christiania. The W. branch of that river is subsequently crossed, and the stage ends at

† *Haraldstad*, 1¼, pay for 1½; from which place one can post to † *Sarpsborg*, ⅜ m., and join the direct road again at *Öiestad*, 1⅝.

T. † SARPSBORG. This was formerly a town of considerable importance, containing no less than 7 churches. In 1567, it was entirely destroyed by the Swedes, and not rebuilt. The site of the town formed part of the estate of *Borregaard*, which was purchased many years since by Sir J. H. Pelly, Bart., who obtained permission from the Storthing for the rebuilding of the town, which, after a lapse of nearly 3 centuries, is now fast rising into its former consequence. The Pop. at present is about 1000. The town is situated on the rt. bank of

the Glommen, nearly an Eng. m. below the celebrated fall. Timber ships of the largest class come up here.

The *Sarp-fos.* The finest views of this splendid fall are from a short distance below the distillery, and from the opposite bank, at Hafslund. The height of the fall is 72 Norsk ft. This branch of the majestic Glommen is much contracted immediately before it arrives at the fall. On the brink a projecting mass of granite divides the stream, which falls almost vertically and unbroken. The body of water is very great, and there are some large masses of granite about the bottom of and below the fall, through and over which the foaming water rushes for a short distance, and then flows gently onwards to the sea. The numerous sawmills and buildings close to the fall on both sides detract from the picturesque grandeur of this Schaffhausen of the North. The volume of water which thunders down here at all seasons may be judged of by the fact that in summer, upon the brink of the fall, the stream measures 116 Norsk ft. in width, by 26 in depth at the deepest part; and in spring, after the melting of the snow, that depth is sometimes increased by as much as 30 ft.

A great portion of the right bank of the stream at the fall, and for a considerable distance below it, is chiefly composed of a stiff blue clay, and formerly the river flowed by Sarpsborg in a succession of magnificent rapids. At that time a very fine mansion, with its numerous outbuildings, stood near the termination of those rapids.

On the 5th of January, 1702, a fearful catastrophe occurred. The mansion, together with everything in it, sunk into an abyss 100 fathoms deep, and was instantly covered with the foaming waters. The house was doubly walled, but of these, as well as of several high towers, not a trace was left; 14 persons and about 200 head of cattle were engulfed, and perished on this awful occasion. The cause of this event is attributed to the fact of the Glommen having gradually undermined the high bank on which the mansion was situated. (*Everest's* 'Norway,' p. 276.) At the present mansion-house of Borregaard, there is a large picture of the rapids of the Glommen and the adjoining country, which was painted the year prior to this accident; it is most interesting, as it enables the alterations which have taken place to be accurately traced.

The noble water-power at this fall has long been turned to great account for sawmills. The left bank is in the occupation of a company, whose business is exclusively confined to timber. The right bank is entirely occupied by an extensive establishment, not only of sawmills upon the newest principles, but also a large ironfoundry and agricultural implement manufactory; a flour mill, distillery, and a brickyard, besides a large farm, and buildings in proportion for the numerous horses and cattle, which must all be housed in winter. The system pursued here combines all the economy of a Norwegian farm with the most approved modes of English agriculture. The company give employment to about 300 hands, and their establishment is the largest of its kind in Norway. The old and horrid system of paying the men partly in rations of brandy has been abolished, and the most zealous efforts are being made to promote their comfort and permanent well-being, as well as that of their families. The tramway leading from the sawmills to the quay was the first constructed in Norway; a large tunnel (amply sufficient for a single line of railway), used for floating the timber into the yards, from above the falls, was made in a novel manner. A small aperture was blasted in the usual way in the face of the rock. In this a fire was then lighted, and

kept burning till the granite around it became thoroughly heated, when the embers were hastily removed, and 4 men with heavy sledge-hammer striking the rock as quickly as possible, it gradually peeled off. The fuel used was the waste outside pieces cut from the logs. Eight men were employed in gangs of 4 each, and the fires were kept up night and day until the work was finished, which was accomplished in two years. The distance cut per month was 2 fathoms 6 inches.

From Sarpsborg the Glommen is crossed by a suspension-bridge just above the fall, and the road continues through a poor country to

† *Öiestad*, 1⅛. Near the end of this stage a road upon the E. turns off from this route, and leads to

T. FREDERIKSHALD, 1⅜ m. *Inns:* Hotel Halden; Schultzshotel, both good. This town, of 5500 Inhab., is built in the angle formed by the picturesque *Idde Fjord* at its junction with *Swinesund*. It has an excellent harbour, in which the largest vessels can be moored. The old name of this town was Halden, to which Frederik III., in 1665, added his own name, in commemoration of its gallant defence against the Swedes. There are several handsome edifices in the town, which is neat and well-built, and carries on a considerable trade in timber. In 1759 nearly the whole of the place, as it then existed, was destroyed by fire.

The fortress of *Frederiksteen* is built upon a perpendicular rock, 400 feet high, on the S.E. of the town. The view from it is very beautiful. This place is celebrated not only for the numerous sieges it has stood, but as the place where Charles XII. of Sweden was killed. Having failed in carrying Frederikshald when he marched upon Christiania, in 1716, he devoted nearly two years to raising another army for the conquest of Norway. General Armfelt, with a division of 7000 men, in Sept. 1718, marched through the mountains to attack Trondhjem, but abandoned the attempt, and in their retreat nearly his whole force perished in a snow-storm, which literally overwhelmed them. Charles himself moved upon Frederikshald, and directed the operations of the siege. He was killed in the trenches on the 11th Dec., and, when found, his hand was firmly clenched upon the hilt of his sword, which was half drawn from its scabbard. The cause of his death was a shot in the temple, which passed through his hat. This hat lies upon his tomb in the Riddarholm Church in Stockholm, and a careful examination of it proves, by the size of the ball, and the horizontal direction it took through the thick felt, that he was slain by a pistol-shot upon the same level as that upon which he stood, and not by a gun-shot from the fortress, which was considerably above him.

Frederiksteen was formerly of great strength. On 3 sides it is inaccessible. On the 4th, close under the walls of the outer works, a few stones, rudely fastened together, are said to mark the spot where Charles XII. fell, but no inscription commemorates that event.

Excursion from Frederikshald.—"About 3 Eng. m. E. of the town there is a considerable lake, the *Fem Söe*, the stream from which flows into the fjord close to Frederikshald. The body of water is not considerable, except in May and June, and after heavy rains; but at all seasons the *waterfalls* upon this stream are the most picturesque in the S. of Norway. It is from the sawmills and manufactories established at these falls that Frederikshald owes its commercial importance. There is a pretty walk or drive along the bank of the river from the town to the falls. A few hundred yards above them from the mansion, Wein, there is an extensive and charming

view over the Fem Söe, and to the S.W. over the beautiful valley (Tistedalen) and the wooded banks of the Idde Fjord. Crossing the bridge over the falls, there is a pleasant drive back to Frederikshald by Frederiksteen."—*J. P.*

From Christiania to Frederikshald via *Grönnesund*, 11½ m.

† Christiania to † *Lille Steensrud*, 1⅜; † *Bovim i Haaböl*, 2½; † *Tettum i Spydberg*, 1⅛. Ferry over Grönnesund. † *Hong i Eidsberg*, 1¼; † *Fladestad i Rakkestad*, 1⅜; † *Eng i Rakkestad*, 1⅜; *Kjölödegard i Berg*, 1; † *Frederikshald*, 1⅛.

Or by *Rödenæs and Aremak*, 15⅛ m. From Christiania to † *Bovim*, 3⅞ (see above); † *Bilet i Askim*, 1⅜, bridge over Glommen; † *Vister i Eidsberg*, 1⅜; † *Kaldan i Rödenæs*, 1¼; *Kjogtad i Ödemark*, ⅞; *Ytterböl i Aremark*, ⅛; *Fangö i Aremark*, 1¼; *Skodsberg i Aremark*, ⅞; † *Ugjestebye i Berg*, 1⅜; † *Kjölödegaard*, ⅝; † *Frederikshald*, 1⅛.

This route is also given:—

Christiania to † *Bovim*, 3⅞.
† *Henstad i Askim*, 1⅜.
† *Hallingtorp i Eidsberg*, 1¼.
† *Kallak i Rödenæs*, 1⅜.
† *Böen i Ödemark*, 1½.
† *Aslakström i Aremark*, 1⅜.
† *Hougland i Berg*, 2¼.
† *Frederikshald*, 1¼.

Or by *Fet and Höland*. † Christiania to † *Finstad*, 1½; † *Nedre Hauge i Fet*, 1⅝; † *Aanerud i Fet*, 1; *Larsbraaten i Höland*, 1⅜; † *Hellegaard i Höland*, 1⅝; † *Kaldan i Rödenæs*, 2¼. See above.

A *Steamer* during the summer months leaves Frederikshald every morning, about 7, on her way to Christiania, where she arrives about 4 P.M. Carriages are taken on board, and the fares are exceedingly moderate (see Rte. 20. The whole length of the Swinesund is highly picturesque. One of the finest views of Frederiksteen is from the water, about ½ an Eng. m. to the W.

From Frederikshald a road leads back to our route at the Westgaard Station, ⅜.

Continuing the direct Road from Öiestad, the next station is likewise

† *Westgaard*, ⅞; fair quarters. Upon this stage, ⅜ m. from Westgaard, *Swinesund* is crossed by a ferry. There is good accommodation to be had on the Norwegian side. It forms the boundary between Norway and Sweden.

† *Högdal*, 1⅜, pay for 1½. This is the first station upon the *Swedish frontier*. From hence the road to the *Falls of Trollhättan* and Stockholm is as in Rte. 71 to Uddevalla (Rte. 69), and from thence as in Rte. 65, 66, *Handbook for Sweden*.

ROUTE 37.

CHRISTIANIA TO HELSINGBORG, THROUGH GOTTENBURG.

Dist. 52¾ Norsk and Swed. m., or 358 Eng.

Nearly all the station-houses in Sweden upon this route are wretched places, and there is no scenery, or anything of sufficient interest to compensate for the fatigue, discomfort, and cost of this long journey by land. From Christiania to the Swedish frontier is the same as in Rte. 36, and from thence, as in Rte. 70, to Helsingborg. By taking the steamer from Christiania to Frederikstad, near which are the *Falls of the Glommen*, and going by land from thence to the *Falls of Trollhättan*, and on to Gottenburg, some of the finest scenery in this part of Norway and Sweden will be seen, and the

least interesting and most fatiguing avoided. For *steamers* from Christiania and from Gottenburg, see those towns.

By the direct road from Christiania to Gottenburg it is 30 Norsk and Swed. m., or 204 Eng.

ROUTE 38.

LEIRDALSÖREN (IN ROUTE 21) TO ROMSDALEN (IN ROUTE 30), OVER THE SOGNE FJELD AND HAALANGEN FJELD.

Dist. 17½ Norsk m., or 122 Eng. Four days must be allowed for this journey, the second and fourth of which are long and fatiguing. This allows for reaching Optun Station the 1st night; Hoff the 2nd; Blaker the 3rd; and Holseth the 4th.

"The scenery upon this route is most grand, and it includes *Skagstöltind*, which is 7877 feet,* being 163 higher than Sneehætten (see Rte. 26), which was long supposed to be the highest. It is now ascertained that *Galdhöpiggen* (see an excursion from *Rödsheim* in Rte. 26) is higher than Skagstölstind, being 8300 Norsk feet. Excepting the first 35 E. m. by water, the journey must be performed either on horseback or on foot, but the fatigue will be amply repaid, and the undertaking is not so arduous as to deter any one in good health and of average pedestrian powers.

A small supply of food should be taken, but no luggage except what can be stowed away in a knapsack or pair of saddle-bags.

* Forsell's Map, in 8 sheets, published at Stockholm, 1815–1826.

The stations from *Leirdalsören* are—

Solvorn i Hafslo, 2½ by water.
Dösen i Lyster, 1½ by water.
Skjölden i Lyster, ¾ by water.

From *Leirdalsören* to Skjölden, at the head of the Lyster Fjord (which is the extreme N.E. branch of the Sogne Fjord), the scenery is grand and sombre. About 1½ m. before reaching Skjölden on the E. is the *Feigum Fos*, a fine waterfall, said to be 200 feet. Some distance higher up in the mountains the same stream makes another fall of 700 feet.

The *Sogne Fjeld.*

Skjölden, 4¾ m., by water the whole way. From this station to the N.E., across the Sogne Fjeld to *Blaker* in Lomb, upon the Vaage Vand, is 8½ Norsk m., or 60 Eng. There are two ways from Skjölden, mere horse-tracks, and for many miles steep and of the roughest description; they are both about the same distance. The western passes along the W. bank of the small lake at the head of the Lyster Fjord, and thence up the valley of the Eide Elv, nearly due N.E. But the grandest scenery is upon

The *Eastern Track*, which crosses the river at the head of the Lyster Fjord, and passes by the E. bank of the lake to the village of

Fortun, ½ m., and thus far the road is tolerably good. Close here a tributary stream is crossed, which flows from the E. into the Eide Elv, and quitting Fortunsdal, the track follows the right bank of this stream by a very steep and rocky ascent up a wild and romantic valley to

Optun, ½ m. This is a large mountain farm, not a Sæter. The accommodations are rough and indifferent, but the people civil and obliging. Here a pony and guide can be obtained to cross the mountains, but some hours' notice is requisite, and on that account it is better to pass the night at this place,

so that they may be ordered in good time and ready for the journey early next morning. The stage is a long one of 35 Eng. m., and the same pony and guide are taken the whole way to Kvandesvold. The charge for a pony is about 3 sp. d., and the owner, who acts as guide, will expect 1 or 1½ ort for himself. There is no occasion to take a pony for the guide, as the Norwegian mountaineers are excellent pedestrians. These ponies require no guidance, and, when left to themselves, pick their way amongst the rocks and stones with perfect safety to the rider, thus enabling him with ease and comfort to enjoy the scenery. There is nothing to prevent a *good* pedestrian from accomplishing the whole distance on foot. I think it would be impossible for a traveller to cross the Sogne Fjeld, for the first time, without a guide; and certainly it would be highly imprudent to attempt it. These mountains are never crossed in winter. The price paid for ponies is fixed, as in other parts of the country, but the charges for them are higher, from the length and difficulty of the stage.

On leaving Optun, the path continues very rough and rocky as it ascends the valley, and gradually winds towards the N.E. In about an E. m. it emerges on the mountains, and the ascent then continues gradual and winding until the summit of the pass is attained. This most grand valley, through its length, divides the range of the Hurungerne (or Hor-Ungerne) Mountains on the S. from those of the Sogne Fjeld upon the N., and about midway up the pass from Optun, the gigantic *Skagstöltind* is passed on the S. The peaks of this mountain, which form part of the Hor-Ungerne range, are most fantastic, like those to the S. of Molde. They are best seen from the summit of the pass, from whence, looking back to the S. and W., the scenery is of the grandest Alpine character.

From this point the track continues for many E. miles over a table-land, by numerous lakes and tarns, and amongst rocks and snow. I passed a lake on these mountains on the 1st July still covered with ice. This table-land forms the summit-level of the Sogne Fjeld, and about 3 m. from Optun, still continuing to the N.E., the descent commences, while upon the N. may be seen the *Lomb Fjeld*, 6830 feet. In about ½ m. from the commencement of this descent,

Sæteren Bæverthun is reached, 3½ m. from Optun, or 25 E., and the only habitation during the whole distance. At these two Sæters, or mountain dairies, it is essential to halt for the refreshment of the pony and guide. About an hour will be sufficient. Some milk, and a seat by the fire, are all the accommodations these Sæters can offer. From hence to the next station at Kvandesvold is 1½ m. The track soon enters the valley of the *Baver Elv*, and becomes less rugged. In about ½ N. m. a fine waterfall is passed a short distance off, on the N.W. I was 13 hours on the way from Optun to Kvandesvold, but this included the delay of an hour at Sæteren Bæverthun.

Kvandesvold, 5 m. from Optun. At this station another pony and guide can be obtained; but to prevent the delay attendant on procuring them, it is advisable, if possible, to take on those from Optun. It will cause no diminution in speed, for these mountaineers and their ponies seem never to tire, and particularly if the former be allowed to ride a short distance occasionally.

From Kvandesvold the track continues rugged in places, but is, on the whole, tolerably good, and winds down the valley of the Baver Elv to

Hoff, 1 m. This station is at a large farm, and I found the people very obliging and kind. The accommodations are superior to those at Optun.

The path from hence continues

down the valley of the Baver Elv, the scenery of which is picturesque, to

Blaker, in Lomb Parish, 1½ m. The station here is good. *Blaker to Laurgaard.* A carriage-road to the E., along the Vaage Vand, leads to Laurgaard, on the high-road between Christiania and Trondhjem (Route 26), by these stations, Blaker to Gardmo, 1½; Sandbo, 1½, by water; Laurgaard, 2.

From *Blaker to Romsdalen.* Those who desire to make this journey by carriole should go to Sandbo as above, from whence there is a tolerable by-road through Haagenstadt, Slaadalen, and Hatreinsbraen, close to the Holseth station in Rte. 30.

The *Haalangen Fjeld.*

This *Mountain Route* from Blaker to Romsdalen, after the first mile, can only be traversed on foot or on horseback. It is inferior in scenery to that over the Sogne Fjeld. The views from the mountains are, however, extremely grand, yet, if the additional fatigue were an object, would scarcely repay those who have crossed the Sogne Fjeld. Wild reindeer are found upon these mountains.

To avoid stopping on the road, it will be best, if possible, to hire a pony and guide at Blaker to go the whole way to Holseth, 4 m.

A carriage-road from Blaker leads up the valley on the W. to

Skeager, 1 m., which is a dirty and bad station. From hence a horse-track commences, which soon crosses the *Otto Elv*, near its junction with the Vaage Vand. A smaller stream is also crossed soon afterwards, and the ascent of the Haalangen Mountains then begins. It is very steep and rocky the whole way up. In about two hours' time the elevated table-land of the field is reached, across which the direction of the path is marked by piles of stones. It is rugged in the extreme the whole way, but a pony goes quite safely over it. After crossing the Otto Elv, the track leads nearly due N. for about half-way over the mountains until it enters Loordalen. Here the track separates, one branch going N., and entering Romsdalen near the Mölmen station. The other leads down Loordalen, and, in about an hour afterwards, *To Sæteren* is reached. These are the first habitations on the way from Skeager, and a halt at them is requisite for the pony and guide.

On leaving To Sæteren, the track soon enters a pine-forest, through which it continues, and is very ragged nearly all the way to

† *Holseth*, 3 m. This station is on the high-road to Molde (see Rte. 30). Including stoppages, I was 14 hours in going these 3 miles from Skeager to Holseth.—*S. C.*

ROUTE 39.

CHRISTIANIA TO HAMBURG, IN WINTER.

The usual winter route is from Christiania to Helsingborg by Gottenburg (see Rte. 37); thence across the Sound to Elsinore, and thence by rail to Korsör, whence a steamer goes to Kiel. From Kiel to Hamburg by rail in 4 hours.

Communication is established by steamer and rail from

Hamburg, Altona, Flensburg, Vamdrup, Kolding — Railway, one through train daily in 15 hrs.

Fredericia, To Strub — Steamer in ½ hr. across Little Belt (Schleswig to Funen).

Middelfart.

Odense.

Nyborg, To Korsör — by steamer in 1½ hr. across Great Belt.

Copenhagen, rail (see *Handbook for Denmark*).

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THE END.

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Hand-book Map of
CENTRAL NORWAY
its Fjords & Fjelds

HANDBOOK FOR TRAVELLERS

IN

SWEDEN.

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§ 1. Money, Measures, Weights.

The currrency is very simple, consisting of rixdollars and öres: 100 öres = 1 rixdollar, 18 rixdollars = £1 sterling. The exchange is, however, generally a little below 18 dollars to the pound sterling.

The dollars are in paper currency, those in common use being for 1, 5, 10, 20, and 100 dollars; the öres are in silver and copper—silver pieces of 10, 25, and 50 öres, and copper of 1, 2, and 5 öres.

The decimal system was adopted in the year 1854, and from and after the year 1863 the former varied, and somewhat intricate denominations and divisions of money, measures, and weights, ceased to be legally applicable, although many of them are still, from the force of habit, made use of by the country people. The *Riksdollar Riksmynt* is the unit of the monetary system, subdivided into 100 parts called *oere*, and in which, as a rule, all accounts are kept. This riksdollar corresponds in value to the ancient *Riksdollar Riksgeld*, which was composed of 48 *skillings*; among the lower orders this kind of counting is frequently employed and easily computed, 2 oere being taken for 1 skilling, 25 oere for 12 skillings, and so on. The *Speciedollar*, which still occurs in the coinage, is equal to 4 riksdollars riksmynt.

In ready-money transactions *paper currency* is almost exclusively employed, except for small change. The Bank of Sweden issues notes of 1, 5, 10, 50, 100, 500, and 1000 riksdollars riksmynt, all on *coloured* paper and different in size; the two lowest denominations being small, the three following larger and square, the two highest larger still and oblong. These notes, being at any time convertible into corresponding amounts of specie at the bank, have a fixed value, and are generally taken in preference to silver, as more handy and equally secure. Travellers should be careful *not to receive any notes of the old currency* (these were all printed on *white* paper) as the seven years during which they were exchanged at the bank expired in 1863, and although it is believed that some scattered hoards of them remain about the country, they are no longer of any value. There are numerous provincial banks in Sweden having the privilege of issuing notes of 5, 10, 50, and 100 riksdollars riksmynt, all of which are likewise printed on coloured paper, and circulate as freely as the notes of the State bank.

The coinage consists of gold, silver, and copper, but except at the banks, the higher denominations are not often met with. The *ducat*, equal to 9 riksdollars, corresponds in size and value to half-a-sovereign; the *carolin*, of recent invention, worth 7½ riksdollars, is meant as the equivalent of a 10 franc piece. Silver, the standard of the currency, is struck in pieces of 1 riksdollar, 50, 25, and 10 oere riksmynt, all containing 75 per cent of

the pure metal; the new copper coins represent 5, 2, and 1 oere. A considerable proportion of the old coinage also remains in circulation: the speciedollar = 4 riksdollars riksmynt, half a specie = 2 riksd. rmt., a quarter of a specie = 1 riksd. rmt., an eighth of a specie (24 skillings riksgeld) = 50 oere, a sixteenth of a specie (12 skillings riksgeld) = 25 oere; besides a variety of old copper coins in banco, each skilling of which equals 3 oere. Danish and Norwegian silver money may be exchanged in the large towns in Sweden at a small discount.

When travelling in the country it is convenient to be provided with a good supply of copper, as well as plenty of small silver and paper money, as change is difficult to obtain out of the towns. Any amount of small change can be procured, without charge, at the bank at Stockholm—and with this advantage, the notes will be clean and new. The peasants and country people dislike old and worn paper.

The exchanges are regulated principally by quotations on Hamburg, London, and Paris; and drafts on these places, against good letters of credit, are readily negociated at Stockholm and Gothenburg, where bank-notes may likewise be changed without difficulty. The English traveller will find it most convenient, however, to provide himself with circular notes of credit, say for 10*l.* each, furnished by some one of the leading banks in London, and accompanied by a letter of indication, which at the same time can serve him as an introduction to the respectable firms by which his notes are cashed, without any deduction and at the current exchange of the day; this being in Sweden about 18 riksdollars for the pound sterling. At this rate, the following table represents the equivalents of current Swedish notes and coins in English money:—

NOTES.				COIN.			
Riksmynt.	£.	*s.*	*d.*	*Riksmynt.*	£.	*s.*	*d.*
1 Riksdollar . .	0	1	$1\frac{1}{3}$	10 Oere	0	0	$1\frac{1}{3}$
5 ,, . .	0	5	$6\frac{2}{3}$	25 ,, ($\frac{1}{16}$ Specie) . .	0	0	$3\frac{1}{4}$
10 ,, . .	0	11	$1\frac{1}{3}$	50 ,, ($\frac{1}{8}$ Specie) . .	0	0	$6\frac{2}{3}$
50 ,, . .	2	15	$6\frac{2}{3}$	1 Riksdollar ($\frac{1}{4}$ Specie) .	0	1	$1\frac{1}{3}$
100 ,, . .	5	11	$1\frac{1}{3}$	2 ,, ($\frac{1}{2}$ Specie) .	0	2	$2\frac{2}{3}$
500 ,, . .	27	15	$6\frac{2}{3}$	4 ,, (1 Specie) .	0	4	$5\frac{1}{3}$
1000 ,, . .	55	11	$1\frac{1}{3}$	1 Ducat (gold) . . .	0	10	0

Measures.—One Swedish ft. = 0·974 English, is divided into 10 in. of 10 lines each; 10 ft. make a pole, 10 poles a chain (*ref*), and 360 chains, or 36,000 ft. 1 Swedish mile = 6 miles, 5 furlongs, 40 yds. English. A measure of 2 ft. constitutes an *ell*. In the square, 1 Swedish mile comprises 44 English; while 32 Swedish *tunnland*, of 67,000 sq. ft. each, are equal to 39 English acres. The measure of contents has the cubic ft. as

unit, divided into 10 cans of 100 cubic in. each. Formerly, grain and similar substances were measured by barrels of 8 *fjerdings*, or 32 *kappars* each, and the can of liquids was subdivided into 2 *stop*, 4 half *stop*, 8 quarts, or 32 gills (*jungfrur*).

Weights.—The many different weights formerly in use in Sweden, are at present (with the exception of apothecaries' and jewellers' weights) reduced to a uniform system, having the ancient *victual* pound, equal to 0·93 lb. avoirdupois, for unit. The pound is subdivided into 100 *ort* of 100 *korn*, or grain, each. 100 lbs. make a centner, and 100 centner a new last. The old divisions of the pound into 32 *lod* of 4 *qvintins*, as well as the denomination of a *lispound* for a weight of 20 lbs, are still partially in use. An English ton of 20 cwt. would correspond to 24 Swedish centner.

§ 2. PASSPORTS AND QUARANTINE.

Passports are entirely abolished in Sweden; quarantine for passengers from foreign parts nearly so. The officers of health, on ascertaining that all is well on board the vessel, admit her at once to free pratique. Should any suspicious case of death have occurred during the voyage, the captain is bound to report the circumstance to the first official who boards the vessel when she approaches the shore, and a quarantine of observation may then be imposed of a few days, only extended in the event of fresh contagious cases breaking out on board.

§ 3. MODES OF TRAVELLING. INNS.

Almost all the travelling is either by rail or steamer. The 1st class rail. carriages are very comfortable, but the long halts at each station are very trying, and there are very few trains in the day.

The steamers are invariably strong and well-appointed, with comfortable cabins and good food; they run in every direction, and either the captain or some of the crew are sure to speak English.

To the English traveller the Swedes are particularly kind and obliging, warm-hearted and ready to help in every period of difficulty, often refusing any payment for services rendered, and seldom or never trying to overreach or defraud.

The cleanliness of all classes is proverbial, no insect-powder will ever be needed; and even in the most out-of-the-way stations, the rooms, bedding, and furniture are beautifully clean.

Their cuisine is more suitable to the English taste than that of the German. The Smörgos, or preparatory nip of spirits with dried fish, scraped meat, or cheese, can be omitted, as the succeeding meal will be found sufficient without it. The claret is good, and the Bavarian beer brewed in Stockholm much to be commended.

As regards cost, both of travelling and living, Sweden compares most advantageously with other countries, and the bill even at Rydberg's Hotel in Stockholm will be much less than in any corresponding hotel in Europe.

Railways and steamboats carry travellers in every direction. Should the tour be extended to the less frequented routes, it would be better not to purchase a carriage, but to take advantage of the best vehicle the posting station affords, generally an old-fashioned gig on springs, made to carry two people with a little luggage, and well-fitted for the heavy sandy roads so often met with. A pound of good English tea, and a few tins of preserved meats, will be found useful, as there is often only fish, coffee, and eggs to be had at the posting stations.

The hotels and inns are generally good. Dinner, however, can only be obtained in the restaurant attached to the hotel, which it is usual to pay for, together with a trifle for the waiter, at the time.

The bill for bed, breakfast, tea, attendance, &c., &c., will be presented every morning for verification, but payment is not expected until the time of departure.

§ 4. Requisites for Travelling.

As a rule, the less luggage, the more comfort in travelling; and as a pleasure trip to Sweden should only be undertaken in the summer season, a moderate wardrobe will suffice. Only, as the temperature is variable and the nights sometimes come on very cold, it is advisable to be provided with warm wrappers or overcoats for use during night-journeys. Toilet requisites should not be forgotten, as in many places they are difficult to procure of good quality, and a portable india-rubber bath will be found a great luxury. For shooting and walking, stout, easy-fitting boots and shoes, double soles clamped by means of screws, and without iron heels, are essential, *and can nowhere be procured so good as in England.* The sportsman will naturally bring with him his own guns and *fishing-tackle, and sketching materials* ought likewise to be brought over from England. A tourist's telescope, coloured spectacles to protect the eyes against sun-glare and dust, writing-case, adhesive labels, or pieces of parchment for writing directions, a strong leather bag to hold coins for small change, and a pocket portfolio for paper-money, are all of constant use to the traveller in Sweden. A leather strap to secure the wrappers, and a carpet-bag or small valise to contain the more immediate necessaries, will be found handy in the railway-carriage, or in the small cabin of a steamer, when larger packages are stowed away with the luggage.

If there be any intention of visiting Lapland in July or August, veils must be provided to protect the face from the mosquitoes; none of the so-called "Patent Preservatives," will be of the slightest use. The veil, made

of fine bobbin net, should be long enough, after being tied round the hat, for the other end to tuck into the waistcoat, and a thin wire should be run in about the level of the nose, to keep it well off the face.

The Lapp boots, made of reindeer-skin (price about 6*s.*), will be found far preferable to any English boot for travelling in Lapland; they can be purchased at Luleå, or any of the northern towns.

§ 5. RAILWAYS, STEAMERS. POSTING REGULATIONS.

Railways at present extend over distances measuring together 160 Swedish, or 1060 English miles, comprising the following lines:—

I. GOVERNMENT RAILWAYS:—

	Swed. miles.
Western Trunk line, from Stockholm to Gothenburg, with branches to Örebro and Södertelge, together	45
Southern Trunk line, from Falköping on the Western line to Malmö	35·6
Northern Trunk line, from Stockholm to Upsala	6·1
Eastern Trunk line, from Catherineholm on the Western line to Norrköping	4·5
North-western Trunk line, from Laxå on the Western line to the frontier of Norway (thence continued to Christiania)	9·5
In all	100·7

II. PRIVATE RAILWAYS:—

a. In communication with the Government lines:

Örebro—Arboga—Nora	7·2
Borås—Herrljunga	4·0
Uddevalla—Wenersborg—Herrljunga	8·4
Wexiö—Alfvesta	1·7
Christianstad—Hessleholm	2·8
Eslöf—Landskrona—Helsingborg	5·6
Ystad—Eslöf	7·1

b. Not in communication with the Government lines:

Gefle—Falun	8·6
Wessman—Barken	1·5
Norberg—Åmäuningen	1·6
Köping—Uttersberg	3·4
Christinehamn—Sjöändan	1·1
Clarelfven—Fryken	0·8
Åmmeberg	1·1
Åtvidaberg	1·0
Marma—Sandarne	0·9
Söderhamn—Bergvik in Helsingland	1·5
Hudiksvall—Forssa	1·1
In all	59·4

besides 17 lines of tramways for horse-traction, measuring together $5\frac{5}{10}$ miles, and several extension and other lines, projected or in course of construction. Trains do not run very frequently; fast passenger-trains travel at the rate of 25 English miles an hour, including stoppages. On the long lines, stations are assigned for breakfast and dinner, where hot and cold dishes in abundance wait the arrivals of the trains, and each passenger helps himself, *ad libitum*, for the small charge of one riksdollar, exclusive of drinks. Spirits cannot be obtained at the stations. At each station where the train stops, the guard calls out the name of the place and how many minutes to stop. The carriages are commodious, very much like those of recent construction on the railways in England; in each of them are posted printed instructions for passengers. Ticket-offices open at an hour and close at five minutes before the departure of each train. Tickets are marked at the baggage-room and packages labelled with numbers and address, of which the owner receives a duplicate. First and second class passengers are allowed 70 lbs., third-class passengers 50 lbs of luggage. Anything beyond that pays for extra weight. Children under 3 years, when occupying the same place as an accompanying grown-up person, are admitted free; children between 3 and 12 years are charged half fare, and allowed half the corresponding weight of luggage; for dogs (which must be muzzled) the charge is one-half of third-class fare. Tickets must be shown to the railway officials whenever asked for. Complaints may be made to any station-master, or noted down in a book kept for that purpose at the station, but the officials will almost invariably be found civil and obliging.

Railway time is regulated, all over the country, by the time at Gothenburg, which is found by *adding* so many minutes to the *local time*, at each of the undermentioned principal stations, viz.:—

	minutes.		minutes.		minutes.
Alfvesta . .	10	Herrljunga . .	4	Sköfde . . .	8
Alingsås . .	2	Hessleholm . .	7	Sparreholm .	19
Cathrineholm .	17	Hör	6	Stockholm . .	24
Christinehamn .	9	Jönköping . . .	9	Södertelge . .	23
Elmhult . .	9	Lamhult . . .	10	Töreboda . . .	9
Falköping . .	6	Laxå	11	Upsala. . . .	23
Finnerödja .	10	Lund	5	Wingåker . .	16
Forserum . .	10	Malmö	4	Wretstorp . .	12
Gnesta . . .	21	Norrköping . .	17	Örebro . . .	13
Hallsberg . .	13	Nässjö	11	Örtofta . . .	5

to make such local time correspond with the time-tables.

Steamers.—Nearly 200 steamers, large and small, carry passengers between places along the extensive coasts of Sweden, on its numerous lakes, rivers, and canals, and to and from the ports of surrounding countries. Sweden is peculiarly adapted for steam navigation, and it is rapidly

aiding to develop the resources of the country. All the captains of these vessels speak English, and those belonging to the Government, as well as several others, are commanded by officers in the Royal Navy. The fares are very reasonable; the cuisine good, and cheap in proportion. Great attention is paid to cleanliness and the comfort of passengers, and the officers are obliging and attentive. The routes, in almost all instances, are regular, but it should be remembered that the steamers' days of sailing are often altered, as the days shorten or lengthen, and travellers are warned to trust to none but the latest published lists or advertisements. This Handbook can do little more than point out the lines of communication, as they exist, by land and water. For more detailed and recent information on these particulars, the traveller must be referred to the time-tables published from time to time during his sojourn in the country. The daily newspaper *Nya Dagligt Allehanda*, and a weekly paper called *Sveriges Kommunikationer*, both published in Stockholm at 10 oere each number, contain ample and reliable information in respect of railways and steamers; the latter is sold at most of the railway stations. Still more comprehensive as a reference is *Vägvisaren för Resande i Sverige* (Guide for Travellers in Sweden), sold at 1 riksdollar by all the principal booksellers, and republished periodically, which contains the latest time-tables for steamers, railways, and stage-coaches, with fares, distances between the different stations, and other useful particulars; also posting-routes on the principal highways, specifying by the abbreviation Ent. the stations where posting is provided by contract, and indicating in foot-notes the best places for taking meals and for sleeping accommodation, &c. A good travelling-map of Sweden by T. A. v. Mentzer, showing railway and telegraph lines, with their stations, post-offices, posting-stations, and a variety of other noteworthy places, is published by P. A. Huldberg of Stockholm at 4½ riksdollars, on canvas, and sold by most booksellers.

Posting regulations.—Horses are provided for accommodation of travellers, at the different stations, either by contracts or by relays. Under the first of these arrangements, which are numerous and on the increase, the posting-master undertakes to supply the horses himself, and little delay is experienced; in the latter cases, horses are furnished by relays from the peasant farmers of the surrounding districts. These relays are brought in to the station at eventide, and if quickly disposed of, succeeding travellers may have to await the arrival of next evening's relay, or at any rate the time necessary to send out, in the mean time, for the number he requires, unless the horses have been ordered beforehand. To effect this precaution it is necessary to send "Förbud," that is, a messenger in advance with written requisitions, forms of which can be purchased in most towns. The cost of sending a förbud is the same as a one-horse fare for the distance;

and the horses so ordered must be paid for, whether the traveller eventually uses them or takes another route. In some cases, the förbud-papers can be sent by post or by telegraph, and the traveller should always keep a memorandum of the orders sent, and the hours for which his horses have been required. Owing to the improved modes of travelling, however, the expedient of sending förbud is now rarely resorted to, at least in the middle and south of Sweden.

The rates of posting vary according to the class of station from which departure takes place, and are in each case regulated down to $\frac{1}{24}$ of a Swedish mile; thus the payment for every horse is—

Distance.	From Stockholm.		From contract station in town.		From contract station in country or relay in town.		From relay station in country.	
	Rdr.	Oere.	Rdr.	Oere.	Rdr.	Oere.	Rdr.	Oere.
$\frac{1}{24}$ Mile .	0	07	0	05	0	04	0	03
$\frac{1}{16}$,, .	0	10	0	08	0	06	0	05
$\frac{1}{8}$,, .	0	20	0	15	0	13	0	10
$\frac{1}{4}$,, .	0	40	0	30	0	25	0	20
$\frac{1}{2}$,, .	0	80	0	60	0	50	0	40
1 ,, .	1	60	1	20	1	00	0	80
$1\frac{1}{24}$,, .	1	67	1	25	1	04	0	83
$1\frac{1}{16}$,, .	1	70	1	28	1	06	0	85
$1\frac{1}{8}$,, .	1	80	1	35	1	13	0	90
$1\frac{1}{4}$,, .	2	00	1	50	1	25	1	00
$1\frac{1}{2}$,, .	2	40	1	80	1	50	1	20
2 ,, .	3	20	2	40	2	00	1	60

and so on. At Stockholm, horses must be ordered six hours before they are wanted, and a booking charge paid of 10 oere in the daytime, and 15 oere if the order is left after 10 p.m. A common cart from thence is charged 10 oere; with back to the seat, 25 oere; a wagon with spring seat for two horses, 50 oere, per mile. Horses may be kept waiting one hour, without any additional charge. Beyond that time, the person who has ordered them must pay 50 oere for each horse during the second and third hour, and 90 oere for every hour succeeding. If the horses are countermanded after arrival, the postilion receives 85 oere for each horse in compensation. At all other posting-stations the charges are:—for a common cart, 3 oere; for a cart with a spring seat, or a two-horse wagon, 6 oere; for a two-horse wagon with a spring seat, 13 oere; for a saddle or harness, 3 oere, all per mile. If a saddle-horse is used, 19 oere per mile additional is charged for fetching the animal back again. For every hour a horse is kept waiting beyond the first, 25 oere has to be paid, but after

waiting 4 hours the postboy may take his cattle home again. All tolls on the road are paid by the traveller.

Only one person, besides the postboy, must be carried by a single horse; the postboy is always to be allowed a seat, but if two persons, each with a single horse and cart, travel together, they may jointly occupy one vehicle, the postboy driving the other. 2 horses carry 3 persons, 3 horses 4 persons, and 4 horses in the same team 6 persons. A saddle-horse must not carry more than 40 lbs. besides the rider, and the maximum load for every draught-horse is not to exceed 4 centner, including the traveller's own weight, but not the carriage. As to speed, an hour and a half is allowed for every mile, and although the traveller has the right of himself driving, he must be careful not to injure horses or wagon in so doing, as it may cause detention and other inconveniences. The posting-masters have considerable powers vested in them for protecting the owners of the horses, as well as those who order them, and may refuse fresh horses to travellers until any damages for which they may be liable have been compensated; postboys, on the other hand, are subject to fine if demanding or receiving more than their proper fare. At each station a *daybook* (dagbok) is kept, in which travellers have to enter their names and occupations, &c., and the number of horses taken to the next station; this book contains all the posting regulations, with the distances upon each stage, and the sum to be paid for each horse. Complaints are sometimes inserted in this book, but should be made in moderation, and not without good cause, as they may lead to serious punishments when the book, according to established practice, comes under the inspection of the proper authorities.

Mail-coaches, having accommodation for a limited number of passengers, run regularly over some 30 different routes, varying in length from 4 to 22 Swedish miles, and connecting most of the principal places in the country, from Falun in the north, to Carlskrona, and Helsingborg in the south. From some towns they start every day, from others on certain days of the week. Their speed is by no means extraordinary, but they are at any rate, preferable to posting. Fares generally, 1 riksdollar the mile. Travellers intending to make use of this mode of conveyance should secure their places at the earliest opportunity.

§ 6. Electric Telegraph.

The telegraph is in much more common use than in England; the wires ramify in every direction as far north as Lapland. The traveller will find it of the greatest service in ordering rooms at hotels, berths in steamers, or in sending forbüd for horses, &c., &c.

The charge is 1 rixdollar for 20 words in Sweden.

„	7	„	92 oe. for 20 words to	England.	
„	1	„	80 „	„	Denmark.
„	2	„	16 „	„	Prussia or Norway.

§ 7. Swedish Vocabulary and Dialogues.

The Swedish language is a very easy one to master, that is to say, enough for the ordinary traveller, especially if he has any previous knowledge of German; half the words have a great similarity to either English or German.

A small pocket dictionary should be purchased in Stockholm, and the following dialogues well studied before leaving home.

The pronunciation is somewhat analogous to the German; the letter *å* (*a* with a small *o* over it) is pronounced nearly as broad as the *o* itself.

A useful little book by A. May, entitled, 'Exercises for Conversation in English and Swedish, together with examples on the use of the particles, forms for letters, &c.,' is to be obtained at the principal bookshops in Sweden. The following are some of the words and sentences more commonly occuring in travelling:—

NUMERALS.

1, *en.*	9, *nio.*	17, *sjutton.*	50, *femtio.*
2, *två.*	10, *tio.*	18, *aderton.*	60, *sextio.*
3, *tre.*	11, *elfwa.*	19, *nitton.*	70, *sjuttio.*
4, *fyra.*	12, *tolf.*	20, *tjugu.*	80, *åttio.*
5, *fem.*	13, *tretton.*	21, *tjuguett.*	90, *nittio.*
6, *sex.*	14, *fjorton.*	22, *tjugutwå, &c.*	100, *ett hundrade.*
7, *sju.*	15, *femton.*	30, *trettio.*	200, *två hundrade.*
8, *åtta.*	16, *sexton.*	40. *fyratio.*	1000, *ett tusende.*

DAYS OF THE WEEK.

Sunday	*Söndag.*	Thursday	*Thorsdag.*
Monday	*Måndag*	Friday	*Fredag.*
Tuesday	*Tisdag.*	Saturday	*Lördag.*
Wednesday	*Onsdag.*		

MONTHS.

January	*Januari.*	July	*Juli.*
February	*Februari.*	August	*Augusti.*
March	*Mars.*	September	*September.*
April	*April.*	October	*October.*
May	*Maj.*	November	*November.*
June	*Juni.*	December	*December.*

VOCABULARY.

Again	*Igen.*
Aid	*Hjelp.*
Ale	*Öl.*
All	*All.*
And	*Och.*
Answer	*Svar.*
Arm	*Arm.*
Away	*Bort.*
Axel-tree	*Axel, Hjul-axel.*
Back (return)	*Tillbaka.*
Bag	*Säck.*
Barley	*Korn.*
Bear	*Björn.*
Bed	*Säng.*
Beer	*Dricka.*
Best	*Bäst.*
Better	*Bättre.*
Bill, the	*Räkningen.*
Bird	*Fogel.*
Black cock	*Orre.*
Boat	*Båt.*
Boil, to	*Koka.*
Boy	*Gosse.*
Boy that goes with horses	*Skjutsbonde.*
Brandy	*Bränvin.*
Bread	*Bröd.*
Breakfast	*Frukost.*
Bridle	*Betsel.*
Buckle	*Spänne.*
Butter	*Smör.*
By-way	*Biväg.*
Call, to	*Kalla.*
Candle	*Ljus.*
Cap	*Mössa.*
Capercalzie	*Tjäder.*
Carriage	*Vagn.*
Charr	*Röding.*
Cheese	*Ost.*
Clean	*Ren.*
Coat, great	*Öfverrock.*
Coat	*Rock.*
Coffee	*Kaffe.*
Collar, horse	*Loka.*
Come, to	*Komma.*
Cook, to	*Koka.*
Coverlid	*Sängtäcke.*
Cream	*Grädde.*
Cup	*Kopp.*
Danger	*Fara.*
Daughter	*Dotter.*
Day-book	*Dagbok.*
Dinner	*Middag.*
Do, to	*Göra.*
Dog	*Hund.*
Door	*Dörr.*
Drink money	*Dricksspenningar.*
Eat, to	*Spisa, Äta.*
Eel	*Ål.*
Egg	*Ägg.*
Early	*Tidig.*
Elk	*Elg.*
Fall, to	*Falla.*
Far	*Långt.*
Farm-house	*Bondgård.*
Farrier	*Hofslagare.*
Ferry	*Färja.*
Field	*Åker, Mark.*
Fire	*Eld.*
Fish	*Fisk.*
Fish, to	*Fiska.*
Fishing-line	*Metref.*
Fishing-rod	*Metspö.*
Fly	*Fluga.*
Fork	*Gaffel.*
Fox	*Räf.*
Game	*Vildbråd.*
Get, to	*Få.*
Girl	*Flicka.*
Girth	*Sadelgjord.*
Give, to	*Gifva.*
Glass	*Glas.*
Go, to	*Gå.*
Grass	*Gräs.*

Grayling	*Harr.*
Gun	*Bössa, skjutgevär.*
Gunpowder	*Krut.*
Hair, the	*Håret.*
Ham	*Skinka.*
Hand	*Hand.*
Hand, right	*Höger hand.*
Hand, left	*Venster hand.*
Handkerchief	*Näsduk.*
Hare	*Hare.*
Harness	*Seltyg, sele.*
Hasel-hen	*Hjerpe.*
Hat	*Hatt.*
Hay	*Hö.*
Herring	*Sill.*
Hill	*Backe.*
Hook	*Krok.*
Horse	*Häst.*
Hour	*Timme.*
Husband	*Man.*
Immediately	*Genast.*
Ink	*Skrifbläck.*
Inn	*Värdshus.*
Interpreter	*Tolk.*
Island	*Ö.*
Keep, to	*Hålla.*
Knife	*Knif.*
Lady	*Fru.*
Lady (young)	*Fröken.*
Lake	*Sjö.*
Large	*Stor.*
Lay, to	*Ligga.*
Lead	*Bly.*
Man	*Man.*
Many	*Många.*
Me	*Mig.*
Meat	*Kött.*
Milk	*Mjölk.*
Mine	*Min.*
Money	*Penningar.*
Much	*Mycket.*
Mustard	*Senap.*
Near	*Nära.*
Net	*Nät.*
Night-lodging	*Nattläger.*
No	*Nej.*
Nobody	*Ingen.*
Nothing	*Intet.*
Now	*Nu.*
Oar	*Åra.*
Of	*Af.*
Oil	*Olja.*
Once	*En gång.*
Our	*Vår.*
Over	*Öfver.*
Paper	*Papper.*
Partridge	*Rapphöna.*
Pay, to	*Betala.*
Pen	*Penna.*
Pepper	*Peppar*
Perch	*Aborre.*
Pike or Jack	*Gädda.*
Portmanteau	*Kappsäck.*
Port-wine	*Port-vin.*
Post-Office	*Post-Kontor.*
Potatoes	*Potates.*
Ptarmigan	*Snöripa.*
Ready	*Färdig.*
Red deer	*Rådjur.*
Reel	*Härfvel.*
Reindeer	*Ren.*
Reins	*Tömmar.*
Return, to	*Resa tillbaka.*
Ride, to	*Rida.*
River	*Ström, Flod, Elf.*
Road	*Väg.*
Room	*Rum.*
Row, to	*Ro.*
Rower	*Roddare.*
Rye	*Råg.*
Safe	*Säker.*
Saddle	*Sadel.*
Salmon	*Lax.*
Salt	*Salt.*
Shafts, the	*Tistel-stång, Vagnstistel.*
Shall	*Skall.*
Shallow	*Grundt.*
Sheets, the	*Lakan.*

Shoe (horse)	*Sko.*
Shoes	*Skor.*
Small	*Liten.*
Snipe	*Beckasin.*
Soap	*Tvål.*
Son	*Son.*
Speak, to	*Tala.*
Spoon	*Sked.*
Stage	*Skjutshåll.*
Steamer	*Ångfartyg.*
Stirrups	*Stigbögel.*
Strap	*Stropp.*
Sugar	*Socker.*
Supper	*Qvällsvard.*
Table	*Bord.*
Take, to	*Taga.*
Tea	*The.*
To-day	*Idag.*
To-morrow	*Imorgen.*
Towel	*Handduk.*
Town	*Stad.*
Travel, to	*Resa.*
Trout	*Lax-Öring.*
Trowsers	*Byxor.*
Under	*Under.*
Vinegar	*Ättika.*
Water	*Vatten.*
Waterfall	*Vattenfall.*
Wheel	*Hjul.*
Whip	*Piska.*
Wife	*Hustru.*
Window	*Fönster.*
Wine	*Vin.*
Wine, white	*Hwitt-vin.*
Wood (forest)	*Skog.*
Woodcock	*Morkulla.*
Yes	*Ja.*
Yesterday	*Igår.*

DIALOGUES.

Good morning, Sir, Madam.	*God morgon min herre, min fru.*
How are you?	*Hur står det till?*
I hope you are quite well to-day.	*Jag hoppas ni mår alldeles bra i dag.*
Very well, I thank you.	*Rätt bra, jag tackar.*
Good evening.	*God afton.*
Good-bye; farewell.	*Adieu; farväl.*
Do you speak English?	*Talar Ni Engelska?*
A little. Not at all.	*Något litet. Alldeles icke.*
I can read, but not speak.	*Jag läser språket, men kan ej tala det.*
Do you understand me?	*Förstår Ni mig väl?*
I speak Swedish very badly.	*Jag talar rätt illa Svenska.*
Speak more slowly.	*Tala litet mera långsamt.*
What o'clock is it?	*Hvad är klockan?*
How do you call that in Swedish?	*Huru kallar Ni detta på Svenska?*
Where are you going to?	*Hvart går Ni?*
Stay a little longer.	*Stanna ännu något litet.*
It is impossible; I am very sorry for it, I assure you.	*Det är mig omöjligt; jar är rätt ledsen deröfver, det försäkrar jag Er.*
When shall I see you again?	*När återser jag Er?*
At what o'clock?	*Vid hvilken tid?*
What day? In the morning or evening?	*Hvilken dag? På morgonen eller aftonen?*
How many miles is it from here to . . . . ?	*Huru många mil har man härifrån till . . . . ?*

Is the road good?	*Är vägen god?*
Are there any good inns upon the road?	*Finner man goda värdshus på denna väg?*
Have you performed this journey before?	*Har ni förut gjort denna resa?*
Are the roads safe?	*Äro vägarna säkra?*
You must bespeak horses.	*Ni måste beställa hästar.*
Have you horses at hand?	*Har ni hästar inne?*
Put them to immediately.	*Sätt för genast.*
How much must one pay for each horse?	*Huru mycket bör man betala för hvarje häst?*
I shall perform the journey on horseback.	*Jag ärnar rida.*
I shall perform the journey on foot.	*Jag ärnar gå till fots.*
What might the expense of a return chaise come to?	*Hvad kan det kosta mig att resa med återskjuts?*
Can you not drive faster, postilion?	*Kan du icke köra fortare, skjutsbonde?*
Drive slower.	*Kör saktare.*
There is no danger.	*Det är ingen fara.*
Drive me to the best inn in the town.	*Kör till det bästa värdshuset i staden.*
How much am I to pay you for this stage?	*Huru mycket skall jag betala er för detta hållet?*
When shall we go on board?	*När skall man gå om bord?*
How much does a place in the vessel cost?	*Huru mycket kostar en plats på detta fartyg?*
How much must one pay for the passage?	*Huru mycket måste man betala för öfverfarten?*
Is this the inn?	*Är detta gästgifvaregården?*
Take these things up-stairs.	*Tag upp dessa saker i öfra våningen.*
Can we have good beds?	*Kunna vi få goda sängar?*
I hope they are not damp.	*Jag hoppas de icke äre fuktiga.*
I want a bedroom and a parlour.	*Jag behöfver en sängkammare, och ett förmak.*
Open the door.	*Öppna dörren.*
Bring me a night-lamp.	*Gif mig en natt-lampa.*
Bring us some water; a pitcher of water.	*Skaffa oss litet vatten; en kanna vatten.*
Can I have a pail to bathe my feet in?	*Kan jag få en balja för at tvätta fötterna?*
Call us at seven to-morrow morning, and let the horses be ready by eight.	*Väck oss klockan sju i morgon bittida, och låt hästarne vara färdiga klockan åtta.*
Good night.	*God natt.*
What can I have to eat?	*Hvad kan jag få att äta?*
Have you anything ready?	*Har ni någonting färdigt?*
Let me see the bill of fare.	*Låt mig se matsedeln.*
Is the wine good?	*Är vinet godt?*
How much is it the bottle?	*Huru mycket för buteljen?*

What meat have you?	*Hvad kötträtter har ni?*
Have you any game?	*Har ni vildt?*
Have you any river or sea fish?	*Har ni färskvatten fisk, eller saltvatten fisk?*
At what hour will you dine?	*Vid hvad timma vill ni spisa middag?*
At two o'clock.	*Klockan två.*
Give me the bill.	*Gif mig räkningen.*
How much are you to receive?	*Huru mycket skall ni hafva?*
The bill is not right.	*Räkningen är icke riktig.*
That is too dear.	*Det är för dyrt.*
I will not give any more.	*Jag vill icke gifva mer.*
Can I get a Commissioner?	*Kan jag få en Commissionaire?*
Is an interpreter to be had?	*Kan man få en tolk?*
Is the Post-Office far from hence?	*Är posthuset långt härifrån?*
Are there any letters for me?	*Har jag bref?*
How much is there to pay for franking a letter?	*Huru mycket betaler man för att franhera ett bref?*
I have no change in copper money—I have no change in paper money.	*Jag har icke några löspenninger—Jag har inga småsedlar.*
Be so good as to tell me the way.	*Var så god att visa mig vägen.*

§ 8. SCENERY.

The scenery of Sweden is quite peculiar to itself. True it is that the wild grandeur of Norway is wanting until the traveller reaches the mountains of Lapland, yet on the other hand the broken rocky ground, richly wooded and interspersed with lakes or fiords, reflecting in their placid waters the surrounding shores, with many a leafy or pine-clad promontory and islet; the dark hills, grey old ruins, and rushing waterfalls, afford an endless variety of lovely scenery. The following are the most picturesque routes:—Through the district between Gothenburg and the Norwegian frontier; the Gotha canal; through the provinces of Dalecarlia and Ångermanland; Stockholm and its environs; up the Gulf of Bothnia; up the Luleå river to Lapland.

The old national costumes as worn by the peasants of different districts still exist in all their diversities, from the attractive dress of the pretty Swedish maiden to the reindeer-skins and coloured beads of the Laplander.

The great cleanliness of the poorest Swedish peasant is much to be admired, forming a marked contrast to his Norwegian brother.

§ 9. ANGLING.

Lakes and rivers abound with a variety of fish. The Aetra, Nissa, and Laga, rivers of Halland, which debouch at Falkenberg, Halmstad, and

Laholm, are renowned for their salmon, but the water there, suitable for angling, is limited in extent and is private property. On the E. coast of Sweden there are also many salmon rivers, especially to the north of Stockholm, where several large watercourses flow into the Gulf of Bothnia. These salmon do not take the fly so readily as in other countries, but very few of the rivers have been thoroughly tested, though it has been placed beyond doubt that they will take both fly and phantom at the Edefors rapid on the Luleå river (see Route 82), where the fishing is perfectly free. They run up to a very large size, and their flavour is not to be excelled. Char are plentiful in many lakes, and trout and grayling abound in every mountain stream, running up to 8 and 9 lbs. in weight in the Luleå (see Route 82), taking almost any fly most greedily. Trout, in the Wenern lake, attain an enormous size, 30 lbs. weight and upwards. The streams falling into this lake afford good fishing. The trout in the Lake Wettern also attain a great weight. The Dalecarlian rivers are highly spoken of. Char, in the mountain lakes, take the fly well; and pike, perch, with various other kinds of fresh-water fish, are caught in most parts of the country. As regards the best time for fishing in Sweden—in the S. the rivers are usually in a fit state about the middle or end of May; in the N. they are at least one month later, and in the Luleå the end of August.

See also Observations on Angling, in *Handbook for Norway*, particularly as to flies and other tackle, which equally apply to Sweden.

§ 10. SHOOTING AND GAME LAWS.

The sportsman will find ample employment for his gun in Sweden, especially along the ridge of mountains on the Norwegian frontier, and the country between the rivers Clar and Dal.

Norrland also abounds in all kinds of game, indigenous to the climate. In the middle and south of Sweden, the quantity, during many years, showed a gradual falling off; but since the introduction of the new game laws a perceptible increase has again been made manifest. Quickjock in Lapland (see Route 82) is particularly recommended, where in September a bag of 100 ptarmigan, besides willow-grouse and hares have been known to fall to a single gun. Here game of all kinds, wildfowl, and even bears, are met with within a few hours' walk of most comfortable quarters. No tents or camping out being necessary.

Any one may shoot over the vast tracts of forest and other lands, which have not been appropriated for private or public use, under the following restrictions, applicable to all hunting-grounds, not specially enclosed:—

Elks may not be hunted from 1st October to 10th August.

Beavers may not be hunted from 1st November to 10th July.

Partridges and *grouse* from 1st November to 10th August.

Swans, *wild ducks*, *eider geese*, and *snipes*, from 16th March to 10th July.

Deer, *red deer*, *wild reindeer*, *hares*, *woodcocks*, *blackcocks*, *hazel-hens*, *ptarmigans*, from 16th March to 10th August.

Owners of enclosed preserves, whether belonging to the Crown or to private persons, may shoot or permit shooting in the same, of all kinds of game at all times of the year.

Poaching, whether in preserves or open grounds, is punishable with fines from 50 to 300 riksdollars, and in some cases with imprisonment, up to the term of 6 months.

Hunting during prohibited terms is punishable with fines from 10 to 100 riksdollars.

The person who apprehends such offender, may take possssion of his gun and other hunting-gear, his dogs and game, until judicial sentence shall have been passed.

Bears, *wolves*, *lynxes*, *foxes*, *gluttons*, *martens*, *otters*, *seals*, *eagles*, *eagle-owls*, *hawks*, and *falcons*, may be shot at all times of the year in places where hunting is permitted, and rewards can be claimed on proof of the animal being killed, amounting to 50 rdr. for a bear, 25 rdr. for a wolf or a lynx, 10 rdr. for a glutton, 3 rdr. for a fox, eagle, or eagle owl, and 2 rdr. for a hawk or falcon.

Bears are now becoming rare in Sweden; elks, wild deer of all kinds, and beavers still more so.

§ 11. SUCCINCT ACCOUNT OF SWEDEN.

Deprived of Finland, Pomerania, &c., the Swedish territories are now comprised in the eastern side of the Scandinavian peninsula and several islands in the Baltic, the chief of which are Oland and Gotland; the latter is large and highly interesting from the numerous churches of the 11th and 12th centuries which it contains (see Rte. 79). The extreme length of Sweden is about 930 Eng. m., by an average width of 190; with the islands, its area is about 170,700 Eng. sq. m.

Sweden is divided into 3 principal regions: Norrland, which comprises Gefle and all the provinces to the N. of that up to the Torneå; Sweden proper, which includes the central provinces; and Gothland, those in the S.

The Scandinavian peninsula rises gradually from the W. coast of the Baltic and Gulf of Bothnia, until it reaches its highest elevation in the great mountain chain, which, for a long distance, divides Sweden from Norway. Upon the whole, and particularly in the southern parts of

Sweden, it is a level country ; there are, however, numerous ranges of high ground and detached hills of considerable elevation. The highest point in Sweden does not exceed 6350 feet, and this is only in the mountains upon the frontier of Norway. The southern provinces consist for the most part of sandy plains, interspersed with numerous lakes and hills. The central region contains extensive plateaux of table-land, with large tracts of forest. The N. part is mountainous, with deep valleys, vast forests, and sandy wastes.

"From North Cape to the southward and east, the Lapland highlands are a system spreading to the head of the Gulf of Bothnia, which, in connection with the high mountain chain of Scandinavia, once formed a great island, the *Scanza* of Jornandes ; the Gulf of Bothnia and White Sea being connected as late as 1450, by the Kitkacerva, and probably also by the Uleå lakes. At the summit of the Gulf of Bothnia, it had long been observed that the sea was retiring by slow degrees, not so much from the effects of fresh-water deposits, as by a progressive rising of the submarine floor; for many outlying rocks—known from ancient times by distinct names, and sung in Runic ballads for being the basking-bed of seals, where daring hunters acquired celebrity in their pursuit—had risen above water beyond the reach of their ancient visitors; parts of the gulf, which half a century before had been crossed in boats by the French academicians, were converted into permanent-meadow land; and more minute research disclosed at a distance inland successive lines of beach, each provided with a bed of shells in a very recent state. From these the sea had evidently receded, according to the changes which an upheaving motion of the land, proceeding from the north, effected on the levels; and corresponding raised beaches have since been observed by M. Bravais, on the opposite declivity of the Lapland system, near Alten, which show, by being at a greater elevation, the acting forces to be most powerful on the Polar side. In 1700, with a view of settling the question, copper bolts were driven in several rocks at the mean sea-level; and subsequent investigation substantiates that the rising progress is greatest in the north, being at the summit of the Gulf of Bothnia at the rate of 4½ feet in a century; decreasing to one foot at Stockholm ; and on the German shore of the Baltic at 0, or as we think declining. These researches were carried out by Davis, Hellant, Cydenius, Klingius, Rudman, &c. ; they terminated in 1827. Several French philosophers have made later researches and confirmed the progress. See Elie de Beaumont, Mem. Acad. des Sciences de Paris."—*Nat. Hist. of the Human Species*, by Lieut.-Col. C. H. Smith, p. 55.

Lakes and Rivers.—The peculiar feature in Swedish scenery is the extent and number of the lakes in the S. and central parts, Of these, the Wenern and the Wettern are the largest; the former is upwards of 90 Eng. m. in

length, and the latter 86. The Mälar Lake, which adjoins Stockholm, is also of great extent. The whole of these lakes, with several smaller ones, are included in the routes. In the central and Northern parts there are several considerable rivers. Of these, the largest are the Dal, Rte. 72, the Indal, Angerman, Umeå, Piteå, Luleå, and Torneå, whose lengths average from 230 to 290 Eng. m. All these rivers rise in the mountains, and in their course form numerous grand falls and cataracts.

Geology.—Granite and gneiss are the prevailing rocks, particularly the former; gneiss being much less abundant in Sweden than in Norway. Mica-slate is also very common, and contains the greater number of metalliferous beds met with in Sweden. It often alternates with vast beds of primitive limestone, quartz, &c. These, with a few others, form the primitive rocks. The transition include conglomerate and sandstone, with transition porphyry, limestone, and trap. The secondary comprise secondary sandstone and chalk. Extensive tertiary and alluvial deposits also occur.

Mineralogy.—Sweden is particularly rich in her mineral products. Of these her mines of copper and of iron are the most productive and celebrated. Some of the largest are included in Rte. 74. The porphyry quarries at Elfdal, upon the same Route, are remarkable for the number and beauty of the specimens found there. Cobalt, zinc, lead, silver, gold, &c., are likewise met with in Sweden. Marble quarries have been opened at different places. Coal has only been discovered in the S.; the old mine near Helsingborg is of very inferior quality, but lately fresh coalfields of a more promising description have been found in another part of the same province.

The *Forests* of Sweden cover 4-7ths of the whole surface of the country. These are chiefly of pine and fir; but in the N. the birch grows in great abundance. In the centre the pine and fir are intermixed with ash, willow, linden, and maple; and in the S. with oak, beech, yoke-elm, &c.

The *Climate*, from the great extent of the country, of course varies considerably. Upon the whole it is less mild than those parts of Norway which in the same latitude lie upon the western side of the great Scandinavian chain of mountains. In the N. the whole surface of the country is covered with snow and ice for five or six months in the year, and even in the central and southern parts the lakes and rivers are frozen as late as April. Vegetation bursts forth so rapidly in the spring, that the snow has scarcely disappeared before the great variety of Scandinavian flowers appear in all their loveliness. For this reason the month of May is the most delightful in the S. and centre of Sweden. The weather, both in summer and winter, is steadier than in England. The mean annual temperature at Stockholm is 41·93° Fahr.; during the 6 winter months 29·4°

The warm summers, and cold but dry winters, are very enjoyable. At Stockholm the longest day is 18½ h., and the shortest nearly 6.

The *Population*, according to the census of 1865, was 4,114,140; an increase of 472,540 in 10 years.

§ 12. HISTORICAL NOTICE.

There are four great periods in Swedish history: first, during the Pagan age, from the earliest times to the end of the 10th century; 2nd, from the establishment of Christianity as the religion of the country, in the commencement of the 11th century, to the accession of Gustavus Wasa in 1523; 3rd, her glorious age under the Wasa dynasty, and their immediate successors, to the battle of Pultawa, in 1709; and, 4th, from that time to the present.

The early history of Sweden is even more obscure than that of Norway or Denmark. Scandinavia generally is noticed by Pliny, Tacitus, and other authors of high antiquity; but the most authentic records which exist respecting it appear to be those compiled in the 12th century by Saxo Grammaticus, in Denmark, and Snorro Sturleson in Iceland.

These latter, and other sources, show that the leading historical event of interest in the early history of Sweden, was the migration there of the Sviar, or Swedes, under Odin. This is supposed to have taken place at no distant period antecedent to the invasion of England by the Saxons. These Sviar were a part of the great Gothic tribe who had long before settled in the S. part of the country. The empire founded by Odin in Sweden was originally confined to a small territory around the Mälar Lake, of which he made Sigtuna the capital. There he caused temples to be erected, and sacrifices to be offered at stated periods. Thence his authority and his worship ultimately became established, and the Sviar, as the leading tribe, governed by the pontiff kings, the immediate descendants of Odin, gradually acquired an ascendancy over the Goths who inhabited the S. of Sweden, but who long remained a separate people, electing their own kings.

Odin was a conqueror, a king, a priest, a lawgiver, and an adept in the superstitious practices of his age. Endued with commanding talents and boundless ambition, he availed himself of the veneration in which he was held, and attributed his power to the peculiar favour of the gods, from whom he boasted of his descent. Esteemed as the god of war, his worship finally prevailed throughout the N. of Europe.

The various traditions of the Scandinavians as to their religion during the Pagan ages, of the creation of the universe, and of their mythology, have been carefully collected and preserved in the Sagas which exist, by Snorro Sturleson and others, and are of great interest. Niord succeeded Odin,

as prophet, priest, and king, and was followed by his son, Freyer, who removed his capital from Sigtuna to Upsala, where he built a temple, which became the most celebrated spot for Pagan worship in the North. Freyer's surname of Yngve became the proudest distinctions of his descendants, who were thenceforth called *Ynglingar*. The dynasty of this sacred race, as it is called, ended with Olaf Trætelia, who, upon the invasion of Sweden by Ivar Vidfamne, left the country, about A.D. 630, and laid the foundation of a new power in Norway. But very few members of the dynasty of the Ynglings died a natural death. Most of them fell in battle, or by their own hands, or were murdered by their subjects; and one of them, Domald, was sacrificed on Odin's altar, to propitiate the gods in a year of famine.

Upon the conquest of Sweden by Ivar, he united in himself the crowns of that kingdom as well as of Gothland and Denmark. He was also of Odin's race, being descended from Skjold, whose seat was in Zealand. The dynasty of the Skjoldungs, founded in Sweden by Ivar, continued to prevail throughout the rest of the Pagan age, and even beyond it, to the middle of the 11th century. Throughout this period the people appear to have been continually engaged in piratical expeditions, and in war with each other or the neighbouring States.

Christianity appears to have been first openly preached in Sweden by St. Ansgar, during the reign of Bjorn I., in the 9th century; but the long line of Sweden's Pagan kings only terminated with Eric the Victorious, who is said to have himself at one time embraced Christianity. His son and successor Olaf, surnamed Skötkonung (*Lapking*), because he was proclaimed king elect while yet a baby on his mother's lap, became the first Christian sovereign, having been publicly baptized at Husaby in Westgothland by St. Sigfrid from England, about the year A.D. 1000, after which he changed the regal title of Upsala-king to that of king of Sweden. During his reign many churches were built and three bishoprics established, and from that time Sweden may be regarded as a Christian state, although paganism still lingered in the country for a long time afterwards.

During nearly the whole of the first three centuries of the Christian era in Sweden, continued disputes and warfare arose between the Swedes and Goths for the possession of the supreme authority. These disensions ultimately terminated in favour of the Swedes, whose sovereigns assumed the title which is in use at the present time—"King of the Swedes and Goths." During the regency of Birger Jarl, which commenced in 1250, Stockholm was founded and fortified, the written laws of the kingdom revised, and the internal administration greatly improved. Sweden's greatest king during the Middle ages was Magnus I., who reigned 15 years, from 1275. Prior to his accession the country had been continually distracted by intestine commotions, and the despotic conduct of the nobles was most oppressive

upon the peasants. His wisdom, firmness, and justice enabled him to crush these disorders, and to bestow upon his subjects the blessings of tranquillity and order. During the reign of his successor, Birger, his able and patriotic minister, Thorkil, caused a law to be passed against the sale of slaves, on the ground *that it was in the highest degree criminal for Christians to sell men whom Christ had redeemed by his blood.* This noble truth Sweden has the immortal honour of having promulgated and established in the early part of the 14th century; a truth which was not practically recognised in England with respect to the Negro race for upwards of 400 years afterwards. The dissensions which again distracted the country after the death of Magnus, finally terminated in 1389 by the defeat and capture of the Swedish king, Albert, and the crown of the Swedes and Goths being united with those of Denmark and Norway upon the brow of Margaret, known as the Semiramis of the North. It was, however, not until several years after this event that all Sweden was finally reduced to her sway. In 1397 she convoked the States, and caused the celebrated compact to be entered into between Denmark, Norway, and Sweden, known as the Treaty of Calmar. The leading objects were—to maintain the union in perpetuity of the three kingdoms under one sceptre; to preclude either of them from making war upon the other; and to form an alliance defensive and offensive in the event of war with any foreign power. Margaret was succeeded, in 1412, by Eric of Pomerania, who married Philippa, daughter of Henry IV. of England. During the king's absence in Sweden she heroically and successfully defended Copenhagen, when besieged in 1428. The Union of Calmar was maintained with difficulty for little more than a century; the flames of discord which arose from it in Sweden were for a moment quenched in the blood of numbers of her most illustrious citizens, who were massacred by the orders of Christian II., under circumstances of the greatest treachery and barbarity. Amongst the slain was Eric Wasa, a senator, and of an ancient family in Sweden. But his son, Gustavus Ericson Wasa, lived to avenge his father's blood and his own wrongs, and, by his courage and commanding talents, to found a new dynasty. After incurring the greatest dangers and hardships in Dalecarlia, he at length succeeded in rousing the people to take arms against their oppressors, and under his guidance the Danes were finally driven out in 1523. At a meeting of the States in the same year he was elected king, and with that election terminated the fatal Union of Calmar.

The accession of Gustavus Wasa to the throne formed a new era of the highest importance in the history of Sweden. The leading feature in the records of the country throughout the Middle Ages, was the frequent struggles of the people to regain that power and influence which their ancestors had enjoyed under the free institutions of the Pagan age; and

which had been gradually encroached upon by the nobles, the clergy, and the crown. Gustavus owed his elevation to the people. The power and influence of the nobles and of the clergy, and the great wealth of the latter, were amongst the first objects to command his attention. Policy, and also conviction, speedily made him a convert to the doctrines of Luther; and at a convocation of the States in 1527, after exposing the abuses of the Romish Church, he succeeded in obtaining an act which, in effect, abolished the Roman Catholic as the national faith, as it gave the crown unlimited power over the church and its property. At one blow Gustavus swept away two-thirds of her revenues, most of which he annexed to the crown, or distributed amongst his supporters and the nobles whom it was his interest to conciliate. In 1529 the States formally declared the Romish faith to be abolished, and that the Lutheran should become the established religion of the country. Thenceforth the whole efforts of Gustavus were directed to the consolidation of his power; and while his extraordinary ability and industry enabled him to develop the resources of the country to an astonishing extent, he at the same time crushed all opposition as it arose, and eventually succeeded in establishing a despotism unexampled in the annals of the nation. In 1544 he prevailed on the States to decree the crown hereditary in his family. He was thrice married, and died in 1560, in his 76th year. He was buried in the cathedral at Upsala, and his memory is held in the greatest veneration by the Swedes as the founder of the most glorious period of their history.

Gustavus was succeeded by his eldest son, Eric XIV., who was alike wanting in the courage and abilities of his father. After soliciting the hands of our Queen Elizabeth, Mary Queen of Scots, a Princess of Lorraine, and also of Hesse, he ended his matrimonial projects by marrying his mistress, who was the daughter of a peasant. His stormy and cruel reign was terminated in 1568, when he was deposed by his brother John, and by whose orders he was finally made to swallow poison, after an imprisonment of ten years.

During the reign of John unsuccessful efforts were made by him to induce the people to return to the Romish faith. He married Catherine, the daughter of Sigismund II. of Poland. Their son, Sigismund, became King of Poland, and he, upon the death of John in 1592, also inherited the crown of Sweden. By his own imprudence in attempting to force the Romish faith upon the people, and the stern opposition of his uncle Charles; his short reign of eight years was terminated in 1600, by the States renouncing their allegiance to the king, and he and his descendants became excluded from the crown. Sigismund was succeeded by his uncle, Charles IX., the youngest son of Gustavus Wasa, and in many respects like his great father: an able, though severe ruler, zealous in promoting

industry and commerce, and bravely defending his country against her enemies. Reverses in a war with Denmark accelerated his death, which took place in 1611.

To his son and successor, Gustavus II., usually known as Gustavus Adolphus, and grandson of Gustavus Wasa, it was reserved to raise the martial glory of Sweden to a point it had never before attained. Elevated to the throne at the early age of 18, but gifted with principles, firmness, and military genius of the highest order, he speedily attracted the attention of all Europe. Victorious alike in Denmark, Poland, and Russia, in 1628 he was invited by Protestant Europe to place himself at its head, in order to arrest the vast scheme of Austria, to restore the Papal supremacy throughout Christendom. His career of glory justified their choice, and it only terminated with his death at the battle of Lutzen in 1632. Gustavus was succeeded by his infant daughter, Christina, then only six years old; but the high political and military position which their late adored king had enabled them to take was nobly maintained by the gallant Swedes, under the able statesmen and generals who had been brought up in his school. The Thirty Years' War was at length terminated by the peace of Westphalia in 1648. That treaty was most glorious for Sweden, whom the war had raised from an obscure State to one of the first of European kingdoms. The licentious reign of Christina terminated in 1654, by her voluntary abdication in favour of her cousin (the son of her father's sister by the Count Palatine), and, after abjuring the Protestant faith, she ended her scandalous career at Rome, a career which her father's memory induces the Swedes to regard with too much indulgence.

During his short reign of six years Charles X., surnamed Gustavus, was continually involved in war. Possessed of the greatest military talents, and desirous of emulating the glorious reign of his heroic uncle, his disputes with Poland, Russia, and Denmark successively involved Sweden in wars with those and other countries. His daring act of crossing with his army upon the ice of the Great and Little Belts, during the winter of 1657 is one of the most daring military feats upon record, and it enabled him to dictate his own terms to the Danes at the gates of their capital, by which the provinces of Skåne, Halland, Bleking and Bohus were finally incorporated with Sweden, giving her the sea as a natural boundary to the south and the west as far as Norway. An early death put a stop to the king's victorious career in 1660, and in compliance with his wishes, peace was concluded upon honourable terms, soon after his death, with all the enemies of Sweden, and a period of repose at length was obtained to recruit her exhausted resources. By the Swedes Charles X. is justly esteemed one of their greatest kings, and his untimely death as one of the worst blows that the national interests have ever sustained.

His son and successor, Charles XI., reigned 37 years. During his minority peace was maintained, but from 1672 the country was continually involved in wars which again called forth her energies, but by which her integrity was preserved, and the conquests made by Charles X. from Denmark were maintained. Nominally, the power of the Swedish kings had been very limited, all the most important acts of government resting with the senate or diet. Much depended upon the personal character of the sovereign; the enterprising and successful ruled with absolute authority, while those less fortunate were compelled to bend to the voice of the diet. In the time of Charles XI., the liberties of the burghers and the peasantry had become crushed by the aristocracy; but the preponderance of the noble families received a rude shock by the calling in of all grants made to them in former times by the crown, rendering many destitute, impoverishing all; while the finances of the kingdom were rehabilitated thereby, and the crown made paramount, the king having in 1680 obtained from the diet a decree which gave him absolute power—a decree, which, under his son and successor, Charles XII., plunged Sweden into an abyss of ruin. His reign commenced in 1697. Invested with absolute sovereignty at the early age of 16, Russia, Poland, and Denmark combined to strip him of a large portion of his dominions. The martial character of Charles XII. instantly displayed itself; inured to the hardest exercises and humblest fare, he assumed the command of his troops and led them to a succession of triumphs, in which he crushed his enemies in detail, and with a rapidity before unheard of in the annals of war. Intoxicated with success, and in opposition to the counsel of his ablest advisers, he determined upon the conquest of Russia, where his splendid army was finally destroyed at Pultowa in 1709, and he with difficulty escaped into Turkey. With the destruction of the Swedish armies in Russia 1709, the glorious period of Swedish history ends, as she thenceforth sunk into a second-rate power. Charles remained in Turkey nearly five years, during which almost all his dominions E. of the Baltic had been wrested from him by his enemies. The career of this heroic visionary ended with his being assassinated during his siege of Frederikshald in 1718.—(*Geyer's Histoire de Suède*, p. 500.) Upon the death of Charles, the senate abolished the despotism of the crown, and elected his sister Ulrica Eleonora (consort of the Prince of Hesse), as queen, upon her engaging to guarantee the new constitution which was framed. The crown was again made elective, its powers placed under the control of the diet, and the aristocracy regained a restoration of their ancient rights. By negociation peace was obtained for Sweden, and a portion of her territories E. of the Baltic was restored. In 1720 the queen resigned, and the senate elected her husband, Frederic I. During his reign war again ensued with Russia. At his death, Adolphus Frederic

was, in 1751, elected, in whose reign a disastrous war with Prussia occurred, and the internal repose of the country was continually disturbed by troubles, fomented by Russia and France, the crown and the diet mutually striving for supremacy. Upon the death of Adolphus Frederic in 1771, he was succeeded by his son Gustavus III., who was heroic, enterprising, and a patron of literature, science, and the arts. Under the guns of his soldiers he succeeded in obtaining a new constitution from the diet, which placed the powers of the crown upon a more just footing; but much dissension and dissatisfaction prevailed, and in 1792 he was assassinated at a ball at the opera-house. The reign of his unfortunate, capricious, and obstinate son, Gustavus IV., involved the country in war with France and her allies, which resulted in the final dismemberment of two of Sweden's finest provinces, Finland and Pomerania. The distress and discontent entailed by the continued disasters of the Swedish arms ended in a conspiracy; in 1808 the king was arrested, forced to abdicate, and the diet excluded his issue from the throne. He was subsequently allowed to quit Sweden with his family.

His uncle, the Duke of Södermanland, was raised to the throne in 1809 as Charles XIII., and a new constitution, again to some extent limiting the powers of the crown, was decreed. The throne was also declared hereditary, with limitation to the male issue; the sovereign to profess the Lutheran religion. The king leaving no issue, upon the sudden death of the first chosen prince royal, in 1810, one of Napoleon's oldest generals, Marshal Bernadotte, Prince of Ponte Corvo, was elected Crown Prince of Sweden. Born at Pau, in the Lower Pyrenees, in 1764, and the son of a notary there, he entered the army at fifteen, and fought his way from the ranks to the highest honours Napoleon could bestow upon him. In 1798 he married Eugénie Cléry, daughter of a considerable merchant at Marseilles, and sister to the wife of Joseph Bonaparte. The tyranny of Napoleon induced the Swedes in 1812 to join the coalition against him, Norway was guaranteed to Sweden, and her troops, under Bernadotte, greatly contributed to the successes of the allies in Germany during the campaigns of 1813 and the following year, which terminated in the French being finally driven across the Rhine. In 1814 the Norwegians elected Charles XIII. as their king, and he died in 1818.

Bernadotte then ascended the thrones of Sweden and Norway as Charles XIV., and the successful efforts which he made to develop the resources of his dominions and to ameliorate the condition of the lower classes, are not amongst the least meritorious services of his long and active life, which ended in 1844.

His son Oscar I. ascended the throne in that year, and never did any king more conscientiously devote all his energies to advance the welfare of

his subjects. On his death, in 1859, he was succeeded by his eldest son Charles XV., the present king of Sweden and Norway; for the Royal Family, see p. 32. Norway in the Middle Ages, and Sweden under the dynasty of Gustavus Wasa, have had glorious epochs in their history; each has, in its turn, been more powerful than it is now, but never has either of them enjoyed the same prosperity or internal tranquillity as under the dynasty of Bernadotte. A period of peace, extending over more than half a century, has not only healed the wounds inflicted through the disastrous wars of Gustavus IV., but by leading the energy and ambition of the nation into more profitable paths, has served to develop the resources of the country in agriculture, manufactures, and commerce to a degree never before attained; has given encouragement to arts and sciences, objects of solicitude to an enlightened government, and has been productive of a large number of useful reforms, foremost among which may be mentioned the remodelling, in the present reign, of the representative system, in harmony with the liberal spirit of the age.

§ 13. GOVERNMENT.

The fundamental Laws are four in number. The Constitution of 1809, the Law of Succession of 1810, the Press Law of 1812, and the representative System of 1865. According to these laws, Sweden is a constitutional monarchy, hereditary by primogeniture in the male line alone. The executive power is vested in the Crown, the legislative is exercised by the king and the chambers jointly, so that measures may be initiated by either, but do not become law without the approbation of the diet in the one case, or the assent of the king in the other. The *king* must be a Lutheran, and his person is inviolable; the ministers are responsible to the diet, which has the power of appointing a special judiciary committee to try one or more of them on grave occasions. The king is commander-in-chief of the land and sea forces, makes treaties with foreign powers, and decides on war or peace, after consulting with the Council of State in full assembly. He is also the last instance of appeal in judiciary matters, which prerogative is delegated to a Supreme Court of Justice, besides other attributes of sovereignty.

The *Diet* is composed of two Chambers, co-ordinate in competence and authority, which meet in ordinary session every year on the 15th of January. Candidates for the first Chamber are elected, each for a term of nine years and without remuneration, by the provincial assemblies in the proportion of one for every 30,000 inhabitants. They must have attained 35 years of age, and for three years previously have paid taxes on 80,000 riksdollars worth of property, or an annual income of 4000 riksdollars. Candidates for the second Chamber must have completed their 25th year and

possess real property, taxed to a value of 1000, or an annual income of 800 riksdollars. They are elected for a period of three years each, either direct by the voters of the different constituencies, or indirect, by means of electors, delegated by the constituents. The session lasts generally about 4 months, and each member of the second chamber receives 1200 riksdollars, besides travelling expenses, to defray the cost of his attendance. Members of the Council of State have access to the chambers and are free to take part in the discussions, but do not vote, except when serving on committees. Bills passed by both chambers constitute *resolutions of the Diet;* if the Chambers disagree, the measure in question falls through for that session, except in questions of finance, which, in such a case, must be decided in a joint committee selected from both Chambers in equal numbers.

Finances.—The public revenue, figuring in the estimates, is derived from various sources, grouped under two heads: *ordinary* and *extra-ordinary.* The former, which are fixed, comprise certain land and other direct taxes, or revenues, gross receipts of the state-railways, &c., the latter, which to their extent and application depend on the votes of the Diets, include the following so-called *grants:* customs duties, post-office revenue, stamp duties, and excise dues on spirits. Should these means not prove sufficient to cover the expenses, recourse is had to a supplementary grant, which to its nature and extent is also settled between the Finance Minister and the Diet, and consists of additional contributions, profits of the State Bank, and, when required, public loans; either to meet current expenses or for certain specified purposes, principally with reference to public works or eventualities of war. These supplementary funds are placed under the management of the Exchequer, which, equally with the Bank, is administered by delegates of the chambers, while all the other sources of revenue flow into the Treasury direct. The budget for 1869 provided for a total expenditure by the Treasury, under different heads, of 43,699,000 rdr. in the following manner:—

	Rdr.
Ordinary revenue	15,260,270
Customs dues	13,000,000
Post-Office receipts	2,250,000
Stamp duties	1,300,000
Excise dues on home-made spirits	9,800,000
To be drawn from the Exchequer	2,088,730
	43,699,000

Any surplus over the estimates is paid into, and any deficiency made good by the Exchequer, the disbursements of which in the year abovementioned, for the exigencies of the Treasury, for fresh public works sanc-

tioned by the Diet and for arrears from the previous year, amounting in all Rdr. 20,589,000, were to be provided for partly by Rdr. 1,500,000 of the bank-profits and Rdr. 2,600,000 of additional taxation (income and property), and partly by a loan, not exceeding Rdr. 18,000,000. The public debt of Sweden has been contracted exclusively for the construction of railways, which more than represent its value and are productive in various ways to the country. By far the greatest proportion of men forming the army and navy, as well as a great number of civil functionaries, are maintained by lands set apart for the purpose. These items do not appear in the budget, but must be taken into account as part of the national expenditure, and at no distant period they will probably be included in the estimates.

Religion.—The Lutheran form of religion is that of the established church, to which most of the functionaries of the State are required to conform, but all sects are tolerated. The country is divided into 12 bishoprics, the diocesan of Upsala holding the rank of Archbishop; the whole establishment comprises about 3200 clergy, for the most part highly educated and exercising considerable influence in society, but often miserably paid. Matters ecclesiastical are discussed in convocation, subject to the decision of the Crown.

Public Instruction.—The education of the people, of all classes, is greatly cared for in Sweden; it is rare to meet with an adult, even among the lower classes, who does not know how to read and write. In every parish there are one or more primary schools, and where the area is large and the population sparse as in the north (the parish of Gellivara is as large as the whole kingdom of Wirtemberg) these schools are made ambulatory, so as to reach all the children in rotation. As far back as 1862, the primary schools numbered 5086, attended by 385,760 children of both sexes, receiving instruction from 5387 masters and mistresses. The latter had been qualified at 11 seminaries, which were at the time attended by 463 pupils. In 74 high schools, 674 masters imparted a more extended teaching to 11,145 scholars. All these numbers have since then augmented. The highest degree of learning is acquired at the two universities, of which, in 1864 Upsala had 83 professors and 1244 students; Lund, 62 professors and 432 students. Besides these, a great number of public schools and institutions supply instruction in special branches of education. Moreover there exist various *academies* of sciences, art, literature, &c.

The *Public Press* is free, but every man is responsible, according to law, for what he publishes. Imputations of offence are referred in each case to a jury of nine, chosen respectively by the prosecutor, the accused, and the court; and the verdict, as to guilty or not guilty, brought in by two-thirds of the jury is final. There are about 150 newspapers in Sweden.

Justice.—For administrative purposes the country is divided into 24 *Län*, or shires, which are subdivided into 117 *Fögderier*, or bailiwicks, each comprising one or more *Härader*, or hundreds. To each Län there is a governor appointed, who is charged with its civil administration and the collection of the revenue. The capital is under a separate administration. Courts of first instance are the Härad-courts in the country, presided over by a judge, who is assisted by 12 peasant landowners; in towns the courts of council, composed of the burgomasters and town-councillors. Superior courts, bearing the name of *Hofrätt*, form the second instance: one at Stockholm for Sweden proper and Norrland; one at Jönköping for Gothland, and one at Christianstad for the provinces of Skåne and Bleking. The highest instance is the Supreme Court of the King, presided over by the chancellor of justice in the absence of the king himself. There is, besides, a hofrätt for the forces by land and sea. All Swedish law-courts are permanent, except the härad-courts, which sit once, twice, or three times a-year, according to circumstances.

The *Army* is composed of three classes, viz., enlisted soldiers, soldiers in cantonment (*indelta*), and militia. The first are amongst the most martial-looking troops in Europe, and comprise a force of about 6000 men, over one-half of which are artillery and 1100 cavalry. The Indelta form the nucleus of the field-forces and consist of about 30,000 men, 4000 of which are cavalry, the rest infantry. The indelta system was established by Charles XI. and is peculiar to Sweden. The country is divided into military districts, and the holders of Crown-lands within those districts provide and keep the men, each having a certain portion of land, with dwelling, &c., assigned to him, which in time of peace, and when not called out for the annual review or other service, he cultivates for himself; otherwise the crown-holder must supply the labour. The men are sometimes employed in making roads, or on other public works. Their officers have also allotments of land from the Crown for their sustenance. Thus has been created an army of warriors, cultivators, and fathers of families, attached by indissoluble bonds to their native country. The militia numbers some 96,000 men, mostly infantry forming the reserves of the regular army, except a force of 8500 men, permanently organised for the defence of the Isle of Gotland. The volunteer movement, moreover, is gaining ground, and some 36,000 volunteers are at present enrolled and exercised, in addition to which all boys, of a certain age, frequenting the public schools in town or country are now, as part of their education, drilled by competent masters, and instructed in the use of arms.

The *Navy* has much receded from its grand proportions of olden times. Besides a number of useless old line-of-battle ships and other sailing-vessels, there are but 18 armed and 6 unarmed steamers, the greater part of small

dimensions. Three iron-clad monitors, each mounting two powerful guns, have been completed, and a fourth is now being built. A large number of gunboats of various descriptions, lately organised as a distinct force, named the *coast-artillery*, protect the coasts and inland waters. The whole fleet mounts together about 1000 guns. The material for manning the vessels is abundant, being set down as high as 33,500 men, but by far the greater proportion of them would be found anything but efficient on an emergency, notwithstanding that the Swedes have the reputation of being good sailors, for at least 30,000 of the above number are either "indelta" or sea-militia.

Orders of Knighthood.—Of the 5 Swedish decorations, that of the *Seraphim* is the highest, and only bestowed upon crowned heads and persons of the greatest distinction. The Knights of the Seraphim, as such, become knights of all the other orders. The *Polar Star* is chiefly confined to men of science and of the clerical and legal professions. The *Sword* is for military and naval services; the *Wasa* for agriculturists, manufacturers, &c.; and *Charles XIII.* is confined to freemasons. All these orders, with the exception of the Seraphim, are so extensively bestowed that they are not held in any particular esteem.

§ 14. THE ROYAL FAMILY. THE PEOPLE.

The present king, *Charles XV.*, born 3rd of May, 1826, succeeded his father 8th July, 1859, as "King of Sweden and Norway, the Goths, and Vandals." Married 19th June, 1850, to Wilhelmina Frederica Alexandrina Anna *Louisa*, Princess of Orange (died March, 1871), and niece of the king of Holland. Only child living, the Princess *Louisa* Josephine Eugenie, born 31st Oct., 1851, and married 28th July, 1869, to Crown-Prince Frederick of Denmark. Other members of the royal house are: the king's brother, *Oscar* Frederick, born 21st Jan. 1829, Duke of East Gothland and heir presumptive to the throne; married 6th June, 1857, to *Sophia* Wilhelmina Mariana Henrietta, Princess of Nassau, born 9th July, 1836; issue four sons: Oscar *Gustavus* Adolphus, Duke of Wermland, born 16th June, 1858; *Oscar* Charles Augustus, Duke of Gothland, born 15th Nov. 1859; Oscar *Charles* William, Duke of West Gothland, born 27th Feb. 1861; and *Eugene* Napoleon Nicolaus, Duke of Nericia, born 1st Aug. 1865. The king's brother, Nicolaus *Augustus*, Duke of Dalecarlia, born 24th Aug. 1831, and married 16th April, 1864, to *Theresia* Amalia Carolina Josephina Antoinetta, Princess of Saxe-Meiningen, born 21st Dec. 1836; the king's sister, Princess Charlotte *Eugenie*, born 1830; and the Queen Dowager, *Josephine* Maximilienne Eugenie, born 14th March, 1807, daughter of Eugene Beauharnais, Duke of Leuchtenberg and step-son to Napoleon I.

Inhabitants.—With few exceptions the inhabitants of Sweden have a

common origin and a common language, although exhibiting considerable local diversities. In the richly-cultivated province of Skâne, with its numerous churches, manors and castles, fine homesteads and teeming population, the farmers are puffed up with their prosperity, labourers highly fed, costumes ugly, and the pronunciation drawling. Their neighbours in the comparatively meagre regions of Smâland are, on the other hand, quick of speech, active, pugnacious, and like the countrymen of Westgothland, much addicted to trade and mechanical arts. In Wermland, Nericia, and Westmanland, the miners and agriculturists are a hard-working, thrifty, and independent race. Södermanland, East Gothland, and Upland are fertile regions; the inhabitants of Södermanland are reputed to speak the purest Swedish; a good-natured people, less proud and obstinate than their neighbours of East Gothland, less phlegmatic than those of Upland. The Dalecarlian and Norrlander, to whose distant abodes modern civilisation, with its improvements and its drawbacks, advances more slowly, retain much of the old-fashioned ways of their forefathers in manners and life, including the old honesty of character, which has become somewhat impaired further south. The Dalecarlians not only cling with tenacity to their ancient customs and costumes, but speak a language of their own among themselves, not understood in the adjacent provinces, and said to resemble Gaelic. Highest up in the north, the Laps wander about with their herds of reindeer, doomed to extinction, and scarcely reminded, by faint traditions in their uncouth tongue, of a time when their remote ancestors were undisputed masters of the land.

Notwithstanding all minor differences, however, the Swedish nation is distinguished as a whole by many general characteristics. The nobility is very numerous, but mostly poor, and since the reform of the representation, of no political preponderance as a body. The middle classes, which in our day exert an increasing influence on the destinies of states, differ little, if at all, from those of other countries; but the root and stem of the social tree—the peasants—never have submitted, in Sweden proper, to the heavy yoke of serfdom or bondage, but always preserved their liberty and thereby acquired a stamp of mind, essentially different from that produced by actual or antecedent servitude. It is among this class that the ancient characteristics of the nation show themselves most prominent; piety, honesty, morality, industry, hospitality, and obedience to the law, but also mutual jealousy and envy, ostentation, superstition, and a particular admiration of things foreign. Wise and sound laws have, of late, put limits to the excessive consumption of ardent spirits, formerly prevailing among the lower orders, and while, some few years ago, drunken brawls were only too common at posting-stations and other places, the traveller now-a-days rarely meets an intoxicated person.

§ 15. Productive Industry.

Agriculture, &c.—Sweden is essentially an agricultural and pastoral country, and exports considerable quantities of corn and cattle. The soil in many districts is, however, light, poor, and thin. There are some 5,000,000 tunnland under tillage and 4,000,000 tunnland pasturage, or about one-ninth of the surface of the country; the rest is forests, rocks, and waste lands. Ever since the year 1819, great progress has been made in cultivation, so that in 1863 the value of arable and pasture lands was estimated at 1,831,947,000 riksdollars, burdened, however, with a debt of 350 millions or 18 per cent, expended in improvements, for which there is still a very great field. The annual production of all sorts of corn, in moderately good years, is calculated at 100 millions of cubic feet, chiefly rye, barley and oats, the wheat crops not exceeding 4 per cent of the whole, besides some 60 or 70 millions cubic feet of potatoes. Considerable quantities of this root, as well as corn, are annually consumed by the distilleries, which in 1866 produced 15,500,000 cans, yielding an excise revenue to the Government of 9,200,000 riksdollars, besides mainly contributing to the licence-tax for retailing spirits, rendering nearly as much more, but which sum, with a wise liberality, is allotted to the different communes, for objects of local utility. Peas and beans are cultivated to a limited extent, as also flax, hemp, hops, tobacco, rape, and other seeds, beetroot, &c. Throughout Sweden the farms are generally small, the average of arable land being about 28 acres; almost all the farmhouses and outbuildings are of wood. In all districts there are public corn magazines for times of scarcity, the uncertainty of the climate and early frosts being serious drawbacks to agriculture.

Horses, cattle, &c., are extensively reared, and improvements of race promoted by public establishments for breeding. Great efforts are also made to improve the breed of sheep, by importing the best kinds of stock from England, Spain, and Saxony. As far as indicated by recent official returns, the numbers of farm animals in Sweden may be set down at 500,000 horses, 2,000,000 of horned cattle, 2,000,000 of sheep and goats, and 500,000 swine, or thereabouts.

Forests are of increasing value and importance in Sweden, and vast tracts of large timber have of late become available by means of railway transport. Wood is extensively consumed within the country to make charcoal for smelting iron or other ores, and to supply fuel for all domestic uses, there being little, if any, coal for such purposes produced in the country; also for ship-building, which is carried on in most of the towns along the Swedish coast, for fencing, and for the manufacture of tar and potash. Immense quantities of wood are exported to foreign countries in

the shape of timber and deals. Fir and pine are the prevailing trees in the Swedish forests.

Mines are a considerable source of the national wealth, particularly the iron-mines, of which the most noteworthy are Dannemora and Österby, in Upland; Persberg, in Wermland; Taberg, in Småland; and Gellivara, in the far north, a whole mountain of rich iron-ore, but difficult of access. Åtvidaberg, in East Gothland, and Falun, in Dalecarlia, are celebrated for their copper-mines; the latter, however, which has been worked for a thousand years, is becoming gradually exhausted. Silver is obtained at Sala, in Upland; likewise a very old and interesting mine. The Swedish iron is amongst the finest in the world, and is extensively used in England and elsewhere for making steel. All mining operations are conducted under licences from the College of Mines; these licences specify the amount of metal which may be manufactured, and which must not be exceeded, under heavy penalties. The ores being smelted by charcoal, the leading object of these restrictions is to prevent *too* great a destruction of the forests: but the general supervision to which the conduct of mining operations is subject is vexatious and detrimental to the development of this leading branch of industry. Nevertheless, the iron trade of Sweden is making steady progress. In the year 1834, the produce of iron-ore was 4,822,000 centner, and 1,593,000 centner bar iron were manufactured; in 1862, the produce of ore had risen to 10,106,000 centner, and that of bar iron to 3,016,000 centner. In 1863, out of a production of 4,270,000 centner pig iron, 2,940,000 centner bar iron, and 549,000 centner manufactured iron and steel, were exported 2,176,000 centner bar iron, 227,000 centner manufactured iron and steel, and 236,000 centner pig iron. In 1866 was obtained 11,558,000 centner iron-ore; and 220 blast-furnaces turned out 5,415,000 centner pig iron, from which were manufactured 3,924,000 centner bar iron, 202,350 centner castings, 94,500 centner steel, 115,580 centner plates, 158,500 centner nails, 23,840 centner implements, and 156,900 centner other manufactured goods. In the same year the mining industry of the country produced about 10 lbs. of gold, 2487 lbs. of silver, 43,297 centner copper, 600 centner copper-nickel, 6787 centner lead, 3286 centner brass, 1485 centner nickel-ore, 490,300 centner, zinc-ore, 1200 lbs., cobalt-ore, besides quantities of manganese, sulphur, red ochre, vitriol, alum, black-lead, porphyry, marble, and coal.

Fisheries.—On the west coast the take of cod, ling, mackarel, lobsters, crabs, and oysters, is considerable; and the herring shoals, which for many years had almost deserted these waters, are again becoming more abundant. In the gulfs of Bothnia and Finland great quantities are caught of a small fish called *strömming*, about the size of a sprat, but more delicate in taste; whether fresh or cured like herrings, they are highly esteemed in Sweden

and Russia. Salmon are taken in considerable abundance in nearly all the rivers upon the coast, and the inland lakes and rivers are rich in varieties of fine-flavoured fish.

Manufactures, like all other industry in Sweden, are steadily progressing. From 857 manufactories, producing goods to the value of 13,174,000 riksdollars in 1830, the number had increased to 2473 in 1863, and the value of their produce to 66½ millions, in which sum the Motala engine-factory alone figures for 6 millions of riksdollars. Among the other principal establishments of this kind may be mentioned woollen and broad-cloth, tobacco, leather, iron and steel manufactories, cotton and paper mills, cannon foundries, sugar refineries, &c. The total value of manufactured articles rose in 1866 to 83,748,500 riksdollars; but considerable quantities of foreign goods are likewise imported for use, and English cutlery, especially, maintains its superiority.

Domestic manufactures are much pursued among the country people, the long and rigid winter season, with its dark nights, engendering the habit of in-door employment. Thus, the peasant's clothing, implements, and household goods, are in great part the work of his own hands and those of his family, and costing nothing for labour, compete, to a great extent, successfully with factory-made goods, however cheap. The articles are necessarily of the simplest, but generally well made, as instanced by the furniture of Halland and elsewhere, the clocks of Mora and grindstones of Orsa in Dalecarlia, the flagstones of Oland, the woollen and cotton fabrics, iron-wire and basket-work of Elfsborg, the linen fabrics of Norrland, &c., in which no inconsiderable amount of inland trading is carried on.

§ 16. COMMERCE AND NAVIGATION.

The foreign trade is chiefly confined to exports of iron and steel, timber and deals, corn, copper, tar, lucifer-matches, &c., and to imports of sugar, coffee, and other colonial products, wines, oil, salt, hides, tobacco, cotton, wool, silk, coal, &c., and is carried on principally with Great Britain, the United States, France, Holland, Lubeck, Hamburg, and Denmark. In 1830, the total value of imports and exports amounted to 45,600,000 riksdollars; in 1866, it had risen to 220,000,000, of which—

	Rdr.	Rdr.
Imported Gold and Silver . . .	1,310,000	
,, Merchandize	111,640,000	
		112,950,000
Exported Gold and Silver . . .	880,900	
,, Merchandize.	106,169,100	
		07,050,000
Total		220,000,000

The principles of free trade, predominant of late years, especially since the treaty of commerce and navigation concluded with France in 1865, have already shown their beneficial influence.

At the end of 1866, the Swedish mercantile navy consisted of 293 steam vessels of 9500 nominal horse-power, and of 3323 sailing-vessels, measuring together 89,559 new lasts (about 350,000 tons). Altogether, 638,610 new lasts were required for import and export during the year, or 35,181 new lasts more than the previous year. In the coasting trade were employed 2113 national vessels, with a burthen of together 25,811 new lasts. Both the foreign and coasting trade of Sweden are open to the vessels of all nations.

§ 17. LITERATURE, &c.

Literature, as well as the arts and sciences, has been most successfully cultivated in Sweden. Celsius, Rudbeck, Svedenborg Linnæus, Scheele, Bergman, Bellman (the Swedish Anacreon), Berzelius, Tegnér, Geyer, the historian, are but a few names, picked out among a great number of authors and men of science. In most of the large towns there are extensive libraries, as for instance that of Upsala, with more than 150,000 volumes, and 7000 MSS.; the royal library of Stockholm, with 120,000 volumes, and 5500 MSS.; the library of Lund, with 100,000 volumes, and 2000 MSS. Among the museums, that of the Academy of Sciences, at Stockholm, is remarkable for its collections. The literary and scientific society in Upsala, Lund, and the capital, is of the most attractive and unostentatious description. Of architects, Sweden has had the two Nicod Tessin, father and son, Hårleman, Adelcrantz, Palmstedt; of sculptors, Sergel, Byström, Fogelberg, Qvarnström, Molin; of painters, Ehrenstrahl, Pasch, Wertmüller, Hörberg, Wickenberg, and others. The Swedes are passionately fond of music and the drama. Jenny Lind was born in Stockholm, Christine Nilsson in Småland, and several other Swedish nightingales have delighted European audiences; the students of Upsala are famous for their concert-singing. Many of the Swedish national airs are very charming; a considerable collection of them has been made and published in Stockholm.

§ 18. CHURCHES.

There are in Sweden about 2500 churches and chapels, many of them of high antiquity, and very interesting; as for instance, the cathedral at Upsala; the cathedral churches of Strengnäs, Lund, Linköping, and Westerås; the churches in the Isle of Gotland, and a number of others, entire or in ruins. A Swedish artist, Mr. Mandelgren, has made a large

collection of ecclesiological drawings of no ordinary merit, which have been published, and prove how rich Sweden is in objects of interest to the ecclesiologist.

§ 19. CANALS.

With reference to her home and foreign trade, canals are of great importance to Sweden, on account of the two Belts and the Sound being in the hands of the Danes, who, in case of hostilities, would have the command of these entrances to the Baltic. The object of forming a direct water-communication from the centre of Sweden to the North Sea originated in the early part of the 17th centy. The great difficulty to overcome was the difference of level in the Gotha river at Trollhättan Falls, and this was at length, though not until 1800, accomplished by blasting out of the solid rock a canal about 3 English miles long, parrallel with the river. In 1819, Södertelge canal, from Lake Mälar to the Baltic was completed, and in 1823, the long line of canal communication was opened between the Baltic at Söderköping and the great Lakes Wettern and Wenern; this, however, necessitated the rebuilding and widening of the Trollhättan Canal, which was accomplished in 1855, since when steamers ply regularly on this route between Stockholm and Gothenburg. In addition to the above, the canal of Arboga unites the Mälar and Hjelmar lakes, and that of Strömsholm connects Lake Mälar with the province of Dalecarlia by the Lakes Barken.

§ 20. POSTAL SERVICE.

From 438 post-offices were forwarded, in 1866, as many as 10,364,000 letters, a large increase upon previous years. The means of transit employed consisted of 120 steamers, 200,000 Swedish miles of carriage by railway, 140,000 miles by mail coaches (conveying, moreover, about 30,000 passengers), and 230,000 miles by carriers. The inland postage is 12 oere for a single letter (under half an ounce), registering 24 oere; post-office orders are charged 20 oere for amounts not exceeding 50 riksdollars, and 24 oere for sums above, up to 100 riksdollars, which is the highest sent in this way. Foreign mails are dispatched daily; postage for a single letter to England *viâ* Denmark, 6*d.*; time of transmission 4 days; *viâ* Prussia, about the same.

TOURS IN SWEDEN.

The following tours may be indicated for the guidance of English travellers who have only a limited time at their disposal for a visit to Sweden. Including the journey from London and back, they might occupy—

1. EIGHTEEN DAYS.

Friday afternoon to start from London by train to Hull. Take berth in the mail-steamer, which leaves—

Saturday morning early for Gothenburg, where it arrives on the Monday night.

Tuesday to see Gothenburg and take berth in the canal-steamer, which leaves

Wednesday at 2 in the morning, and arrives at Stockholm

Friday morning. This day, with *Saturday* and *Sunday*, may be employed in seeing the Palace, the National Museum, the Riddarholms and other churches, Mosebacke, the House of Nobles, the Governor's house, the Academy of Sciences, and take drives to Ulriksdal, to Haga, Solna, and Carlberg, and to Drottningholm.

Monday, at 7 a.m. by train from the Northern terminus to Upsala, where it arrives at ½ past 9. Drive to Old Upsala and back, 2 hrs., including time to see the old church, the mounds, &c. Visit the castle, cathedral and other places in the town. Order a carriage at 6 p.m., and drive to Krusenberg; engage a boat to Skokloster, where the steward (inspektor) will provide a night's lodging; and see the château and its collections as early as possible on the *Tuesday* morning. The steamer from Upsala calls at 20 m. past 10 a.m., and a very pleasant trip down the fjord terminates at Stockholm about ½ past 2, in time to finish the day with a drive.

Wednesday, at 9 a.m., a steamer starts from Riddarholmen for Gripsholm, returning in the evening.

Thursday may be occupied in visiting Djurgården, with Rosendal and Byström's villa; dining at Hasselbacken, &c.

Friday, at 6 a.m. (railway time), by train from the Southern terminus to Gothenburg, where the steamer for Hull waits its arrival to start with the mails. Back in London by Monday night or Tuesday morning.

2. THREE WEEKS.

This short extension of time will afford opportunities of seeing a little more of Sweden and returning by way of the continent. Instead of proceeding on to Gothenburg by the Friday morning's train, as above, take ticket for Norrköping, and change carriages at Cathrineholm, making good use of the 20

minutes allowed for breakfast at that station. The train will reach Norrköping at 11·32 a.m. Book places immediately by the coach that leaves for Linköping at 1 p.m., and in the mean while take a stroll through the town. More cannot be attempted. If the coach is already full, posting-horses may be engaged, here or elsewhere. Linköping is reached at 6·15 p.m., and 1¾ hour must serve for dinner and a stroll through the town, including a look at the cathedral. The coach leaves at 8, and arrives in Skenninge at 11·45 p.m. It has only two places.

Saturday, at 1·15 a.m., the coach leaves Skenninge; 4 hours afterwards it arrives and stops for ½ an hour at Ödeshög post-office, where coffee may be procured. The Lake Wettern comes in view here. At 9·30 a.m. the coach enters Grenna, and stops for ½ an hour; time to get breakfast. Jönköping at 2·45 p.m. Put up at the Grand Hotel, and spend the rest of the day and the night here.

Sunday, at 5 a.m., off by the train. Take ticket to Lund, arrival at 3·45 p.m. Rest here over night and all the following day; see the cathedral and other places, and on

Monday, at 9·30 p.m., take the train to Malmö, where it arrives in ½ an hour, and go straight on board the Stralsund steamer, which does not start, however, till about 2 in the morning on

Tuesday, taking 7 or 8 hours to cross over to Stralsund, where it arrives in time for the train to Berlin, and the express from there, that same evening, for London, arriving on the following Thursday morning.

3. TWENTY-FIVE DAYS.

This addition of 4 days to Tour No. 2 would give the opportunity of spending 2 additional days while at Upsala, in visiting the Dannemora mines, Österby, &c., and of devoting 1 day more to Stockholm, in which case the excursion to Gripsholm would have to be postponed from the Wednesday to the Sunday, and the departure for Norrköping to Monday morning. The fourth day would be well spent in going over some of the manufacturing establishments in that town, and an extra day at Linköping also, to await the coach of Wednesday evening, which would still bring the tour to an end in London within the 25 days, or on the Tuesday morning following.

To Tour No. 1 this extended term would add a week. From London by way of Gothenburg as before.

Friday morning, arrival in Stockholm. That day and *Saturday* in town.

Sunday, excursion to Gripsholm and back.

Monday, *Tuesday*, and *Wednesday* in town, till

Wednesday, at 6 p.m., by steamer from Riddarholmen to Wisby, 14 hours' journey. Stay to explore the town and island, or proceed with the steamer to Borgholm and Calmar and back. Return from Wisby on *Sunday* at 4 p.m.

Monday, rest in Stockholm.

Tuesday morning by train to Rosersberg on the Upsala line, see the palace, and continue by steamer from the nearest landing-place to Upsala.
Wednesday to Old Upsala, &c., and Skokloster.
Thursday, steamer from Skokloster back again to Stockholm.
Friday morning by train to Gothenburg, and thence by steamer to Hull.

4. A MONTH.

Leaving London on *Friday*, as in Tour No. 1, for Hull and Gothenberg. arriving the following *Friday* morning in Stockholm. Stay over that day and the *Saturday*, *Sunday*, *Monday*, and *Tuesday*, to visit the different places in the capital and its environs.
Wednesday, excursion to Gripsholm and back.
Thursday, at 9 a.m., by steamer from Riddarholm to Upsala; arrives at 2·30 p.m.
Friday and *Saturday* to Dannemora iron-mines, &c., and back; sleep at Österby.
Sunday at Upsala.
Monday, early in the morning, by carriage to Krusenberg, and boat to Skokloster. Return by the steamer from Stockholm, which passes here at 12·55 to Upsala. Drive to Old Upsala, Mora stones, &c. Hire a carriage to Sala, and order post-horses for the morning. Send förbud if required.
Tuesday, to Sala, 7½ m., will take about 10 hours. Some cold provender, brought from Upsala, will be found acceptable on the road. Supper and night-quarters at Sala.
Wednesday, early in the morning, see the Silver-mine. Coach starts at 12·30 in the day for Falun, 16 to 17 hours' travelling; ¾ hour stoppage at Avesta; the same at Hedemora.
Thursday, arrival at Falun, 4·45 a.m.; rest in town the day.
Friday, visit the great Copper-mine.
Saturday, *Sunday*, and *Monday*, excursions in the country. Hire carriage and order horses for Smedjebacken; the stations on this road, 6½ m.. are fast, but not to be trusted for a good meal.
Tuesday, to Smedjebacken; supper and night-quarters there.
Wednesday, by steamer, at 8·30, through the Strömsholms Canal and Lake Mälar, in about 24 hours.
Thursday morning, arrival in Stockholm.
Friday, by rail to Gothenburg, and thence by steamer to Hull, arriving on the *Monday*.

5. SIX WEEKS.

Leaving London on a *Monday*, by way of Ostend, so as to be in Lubeck by noon on the Wednesday, and starting from London so early in June that, allowing 10 days for the journey to Stockholm, the traveller

will reach that capital before the 17th, the tour may be arranged as follows:

Wednesday, by steamer from Lubeck at 4 p.m., in about 20 hours to Copenhagen.

Thursday, cross over to Malmö, and pass the night there.

Friday, at 7·5 a.m., by train to Lund, in little more than ½ an hour; 7 hours to see the cathedral, &c.; at 2·27 p.m. by train to Alfvesta, arr. 6·34 p.m.; time for refreshments; at 9·5 p.m. by train for Wexiö, arr. 9·49 p.m.; at 11 p.m. by coach, travelling all night, and arriving

Saturday, at 2·30 p.m., at Calmar. Cold provisions for this road should be laid in at Lund. The steamer for Gotland leaves Calmar at 4 p.m., and, touching at Borgholm on Öland, arrives

Sunday morning at Wisby. The voyage from Borgholm is without interest, and the night best passed in sleep. *Sunday, Monday, Tuesday*, and *Wednesday* to rest, see the ruins of Wisby, and explore the island.

Wednesday, at 7 p.m., by steamer to Stockholm.

Thursday morning, arrival at Stockholm, making in all 10 days from London. Now, on the 17th of June there is usually a steamer for Haparanda, making the passage in 72 hours, remaining there 4 days and 3 nights, ample time for a journey up to Avasaxa, to see the midnight sun, and returning in about 60 hours to Stockholm, together 8 days. This trip would come in somewhere between 6 additional days given to see the capital, and so the whole of that fortnight ended, again brings on a

Thursday morning, when at 9 a.m. the steamer may be taken to Upsala, arr. 2·25 p.m.

Friday, excursions to Skokloster, Old Upsala, &c. Hire a carriage for Gefle, and order post-horses for the morning.

Saturday morning to Dannemora and Österby. Have horses ordered at Husby and Andersby.

Sunday, rest at Österby. Send "förbud" to Håkanbo and Skärplinge.

Monday, start early for Gefle, 9 m. The journey will take full 13 hours. Leufsta and Elfkarleby falls on the road.

Tuesday, at 8 a.m., by train from Gefle to Falun, arr. about noon.

Wednesday, Thursday, and *Friday*, the Copper-mine, and other excursions from Falun.

Saturday, by road to Smedjebacken, 10 hours, and stop over *Sunday*.

Monday morning by steamer to Stockholm, arr. on Tuesday morning; [or, Saturday by road to Sala, about 16 hours; stop over Sunday; see the Silver-mine on Monday, and post to Westerås in the evening, 5 to 6 hours; thence by steamer on Tuesday, at 10 a.m., arr. in Stockholm at 3·15 p.m. This way of returning from Falun might be preferable, on account of the Sala mine, if a carriage were brought all this round from Stockholm. There is, however, a coach from Falun to Westerås that might serve the purpose for 1 or 2 travellers.]

Tuesday, at 7·15 p.m., by steamer from Stockholm through the Gotha Canal to Gothenburg, arr. Thursday evening.

Friday evening, by steamer from Gothenburg to Hull, arr. on the *Monday*.

[N.B. If later in the season, or the traveller does not care for the journey to Haparanda, a week may be spent from Gefle by steaming up to Hernösand and along the beautiful Ångerman river to Sollefteå, returning the same way to Gefle; or an additional week may be pleasantly employed in Stockholm; or it may be divided between Stockholm, Norrköping, and Gothenburg in the following manner :—

Tuesday, instead of taking the evening steamer from Stockholm, as above, stay.

Wednesday may be spent in going to Gripsholm, if the excursion has not been made before.

Thursday, by early train to Norrköping. The rest of that day and

Friday to see the town and its manufactories. Excursion to Finspong, if time will allow.

Saturday, at 6 a.m., carriage to Norsholm, where the canal-steamer touches at 9 a.m., arr. at Gothenburg on the *Sunday* evening.

Monday, *Tuesday*, *Wednesday*, *Thursday*, and *Friday*, at Gothenburg. Excursions may be made to Marstrand, Särö, Bohus castle, and other places in the neighbourhood. A train also leaves Gothenburg at 11 a.m. for Jönköping, arr. 5 p.m., and returns next day at 6·45 a.m. to Gothenburg, arr. at 1 p.m.; or a long day may be spent in going by the 6 a.m. train to Lilleskog, exploring the Halle and Hunneberg, and returning, with a 2 hours' stop at Herrljunga, to Gothenburg at 1 in the night.

Friday evening, by steamer to Hull, arriving on the *Monday*.]

6. SIX WEEKS.

Omitting the midnight sun at Haparanda, a slightly modified arrangement may be suggested for a tour of the above duration. It would include from

Monday to *Thursday*, the journey from London to Malmö, as in the previous tour.

Friday, at 7·5 a.m. from Malmö by rail to Lund, arr. at 7·38 a.m.; stay the day and night.

Saturday, at 7·46 a.m., by train to Jönköping, arr. at 6·34 p.m.; stay over *Sunday*.

Monday, at 6·45 a.m., by train to Gothenburg (change at Falköping), arr. at 1 p.m. The rest of the day and

Tuesday at Gothenburg. Leave on

Wednesday, at 2 a.m., by canal-steamer to Söderköping, arr. on *Thursday* at 8 p.m.

Friday, at 8·45 a.m., by coach or post-horses, from Söderköping to Norrköping, arr. at 10·45 a.m.

Saturday, at 12·33 p.m., by rail for Stockholm, arr. at 5·52 p.m.

Sunday, *Monday*, and *Tuesday* at Stockholm.
Wednesday, excursion to Gripsholm.
Thursday, steamer to Upsala, as in Tour No. 5.
Friday, Skokloster, &c. do.
Saturday and *Sunday*, Österby do.
Monday, to Gefle do.
Tuesday, *Wednesday*, *Thursday*, *Friday*, and *Saturday*, excursion to Hernösand and Solleftiå and back to Gefle.

[N.B. Should there not be steam communication to fit in with the days allotted for this excursion, and time be an object, proceed at once to Falun, and divide the days between that place and Stockholm.]

Saturday evening at 5, or Sunday morning at 8, by train from Gefle to Falun, 4 hours.
Sunday, *Monday*, and *Tuesday*, the Copper-mine, and other excursions from Falun.
Wednesday by road to Smedjebacken, and thence,
Thursday, at 8·30 a.m., by steamer, in 24 hours, to Stockholm.
Friday, *Saturday*, *Sunday*, and *Monday*, in Stockholm.
Monday, at 6 p.m., by steamer from Riddarholmen to Wisby, 12 hours.
Tuesday, *Wednesday*, and *Thursday*, to spend in Wisby and the Island o Gotland.
Thursday afternoon, by steamer from Wisby to Calmar, 12 hours.
Friday morning, by steamer, from Calmar to Lubeck, about 24 hours.
Saturday till *Monday*, return from Lubeck to London.

7. TWO MONTHS

would give ample time to make a sporting tour to Lapland. Crossing th Channel and visiting Brussels, Cologne, Hanover, Hamburg, Kiel, Copen hagen, Elsinore, and the Sound, Stockholm, and Luleå, so as to arrive at tl latter place towards the end of August. Then up the Luleå river, when fortnight or even three weeks would remain for the fishing and shooting at Quickjock, returning home again *viâ* Stockholm, Gotha Canal, Gothenburg, and Millwall Docks. Total expense of this tour for two persons would not exceed £100.

Note.—In sketching the foregoing tours, the aim has been to press in as many of the most noteworthy places and objects generally as can be conveniently seen within a certain limited time, rather than to assign to each tour a separate district. It would hardly be worth while to make a tour of pleasure in Sweden without visiting the capital and making a passage of the Gotha Canal. These have therefore been included in each of the above tours. The routes will indicate a great number, though necessarily not all, of other interesting localities and the way to them, for such visitors as have more time at their disposal, or take a special interest in sport, antiquities, geology, or other matters. It

should be borne in mind that, in planning or sketching a tour through any part of Sweden, in which it is designed to make use of steamers or other public conveyances other than railways and post-horses, attention must be paid to the days of the week on which they travel, and how one may be found to correspond with another. Without this precaution much time may be wasted, as these means of communication are very rarely of daily occurrence, and sometimes put in motion only once a week or a fortnight. Moreover, they are liable to be changed, and the steamers, in particular, alter their times of starting as the season advances. The foregoing indications, therefore, taken from the various time-tables for the months of June, July, and August in the present year, although safe enough as to their general scope, must not be depended upon absolutely in particulars, but compared with the latest way-books or advertisements which the traveller will find on arrival in the country.

NOTICE.

In the following Routes the names and distances of Stations have been verified by Mentzer's Map, published in Stockholm, as being the best and most useful for travellers. But to guard against any alterations which may be made in the stations, or inaccuracy of their names and distances, it is always advisable, on sending "förbud"-papers, to have them first checked at the place from which they are sent.

Distances in Sweden will always be given in Swedish miles, unless English miles be expressly stated.

In the following Routes the heights of mountains, &c., and levels of lakes are, for the most part, taken from Forsell's Map, in 8 sheets, published in Stockholm, and are therefore given in Swedish feet.—See "Measures," p. 3.

The asterisk (*) prefixed to the names of Stations denotes that good or tolerable accommodation is to be obtained there.

And the obelisk (†) before the name of a Station marks it as a "Fast Station," that is, horses are kept in readiness by contract.

ROUTES TO AND THROUGH SWEDEN.

THE English traveller can enter Sweden either by land through Belgium, Germany, and Denmark; or else direct by sea from London or Hull.

It would be well perhaps to make the journey to Stockholm by land, and return from Gothenburg by sea, as the Cattegat and Skager-rack are more likely to be smooth and quiet in September than in June.

ROUTE 62.

LONDON TO STOCKHOLM VIA HAMBURG, COPENHAGEN, AND ELSINORE, OR DIRECT TO GOTHENBURG.

The most interesting and enjoyable of all the land-routes to Sweden is certainly via Hamburg, Kiel, Korsör, Copenhagen, Elsinore, and the Sound to Helsingbors; for although the expense may be somewhat greater, and a little more time required than by other routes, yet the traveller will find himself more than recompensed by the varied scenes of the pleasant and not over-frequented country through which he will pass.

There are two trains daily from Hamburg to Kiel in about 3½ hours, one in the morning, and the other in the afternoon; the latter carries the Danish mails, for which the steamer to Korsör has to wait.

It would be as well to take advantage of the morning train, which allows the traveller a better view of the Duchy of Holstein, and gives him some hours to visit the new fortifications at Kiel, as well as the Prussian Ironclads which lie in its magnificent harbour. As much luggage as possible should be booked through to Copenhagen direct, it will then only be examined in that city. All unregistered luggage has to undergo a most minute and vexatious investigation by the Prussian officials at Altona, the Zollverein frontier.

No time should be lost on arriving at Kiel in securing a cabin on board the steamer, as there are generally only two to be had, for which an extra charge of 7*s.* is made, otherwise the passenger will be obliged to content himself with a part of the saloon sofa.

The average passage to Korsör is 8 hours; but there is very little open sea across the two Belts, and the deep bay of Kiel and the long island of Langeland insure smooth water for half the time at least.

On landing at Korsör there is a slight examination of the unregistered luggage at the Custom-house on the quay. The rly. station is close by, where there are capital refreshment and waiting-rooms.

Copenhagen is reached by rail in 3 hours.

There is only one train in the day between Copenhagen and Stockholm, and the journey must be broken for the night at Jonköping. Leaving Copenhagen at 8 A.M. by the northern

rly., the traveller will find himself in Elsinore in 2 hours, the ticket had better be taken to Helsingborg on the Swedish side, which will include the payment for the omnibus from Elsinore station to the quay, as well as that of the steamer, which runs across the sound in 20 minutes.

At Helsingborg the Custom-house examination is very slight and the rly. station, where there is a capital buffet, is 10 minutes' walk from the pier. Here tickets are taken to Stockholm, and all baggage should be registered through except what will be required for the night at Jonköping.

The train from Malmö will be met with at the Eslof junction.

The advantages gained by taking the Helsingborg rte. from Copenhagen in preference to the more direct one by Malmö, are the shorter sea-passage (20 minutes instead of nearly 2 hours), and the views obtained of the Sound, and Hamlet's Castle, at Elsinore.

There are several other land routes to Sweden, of which the following are the principal:—

1st. Via Lubeck, either by Hamburg, or Luneberg and Buchen, somewhat cheaper than the last.

Sea-passage from Lubeck to Copenhagen, 12 hours.

2nd. From Hamburg by rail by the long land journey via Flensborg, Fredericia, and Nyborg, over the Belts to Korsör.

This route is both tedious and expensive.

3rd. From Copenhagen to Malmö.

Seven or eight steamers leave Copenhagen every day for Malmö and *vice versâ*; duration of passage 1½ to 1¾ hour; fare 1 rdr. 50 oe. first, and 1 rdr. second class. Some of these steamers extend their voyages from Malmö to Gothenburg, calling at Landskrona, Helsingborg, Torekow, Halmstad, and Warberg. Other steamers run from Copenhagen direct to Ystad Trelleborg, Landskrona and Helsingborg on the Swedish coast and back again.

4th. From Kiel to Gothenburg.

A steamer leaves Kiel every Mond. and Thursd. evening, after arrival of the last Hamburg-Altona train, and makes her passage, through the Great Belt, direct to Gothenburg in about 22 hrs., returning from Gothenburg every Wednesd. and Saturd. on arrival of the fast train from Stockholm. Fares either way: 27 rdr. 90 oe. 1st, and 19 rdr. 80 oe. 2nd cabin.

5th. *England direct to Gothenburg.*

This is not only the quickest, but by far the cheapest rte. to Sweden. Two lines of steamers run from the Millwall Docks, London, direct to Gothenburg every week. The accommodation on both is very good, and the food excellent. Fares,—1st. class, 3 guineas; 2nd class, 2 guin.; return tickets, 1½ fare. Provisions for the voyage for the saloon passenger £1.

The quickest steamers are large twin screws, whose average passage from Millwall to Gothenburg is 60 hrs.

After leaving the Thames, they coast along as far as Orfordness, in Suffolk, from which point they strike across the German Ocean and North Sea till they make Cape Hertberg, in Denmark: then steaming up the Skager-rack, they round the Scaw light, and enter the Cattegat with a straight course for Gothenburg.

There is also a weekly line of steamers from Hull to Gothenburg, with good accommodation; the average passage being 48 hrs. Fares the same as from London.

Stockholm can be reached in 12 hrs. by rail from Gothenburg, and the falls of Trollhattan in 5 hrs. steaming up the Gotha river.

ROUTE 63.

COPENHAGEN TO GOTHENBURG.

The passage occupies rather more than 12 hrs. by the steamer which leaves Copenhagen at 11.30 a.m. every Saturday after arrival of the train from Korsör; touches at Elsinore and arrives at Gothenburg about midnight. Fares: 15 rdr. Swed. (7½ Danish) first, and 12 rdr. second cabin; children under 12 yrs. half-price; luggage allowed free: 100 lbs. with a first, 50 lbs. with a second-class ticket. This steamer continues her voyage from Gothenburg, at 2 a.m. on the Sunday, to Christiania, in about 9 hrs. (fares 18 rdr. and 12 rdr.) calling at Fredriksværn, Valloe, Horten, and Dröbak, and returns from Christiania every Tuesday at 7 a.m., stopping some time at Fredriksværn, and arriving at Gothenburg in the night. Thence on Wednesday at 1 a.m. to Copenhagen, where she arrives at 1.30 p.m. the same day. The Norwegian mail-steamer leaves Copenhagen Wednesdays at noon, arrives at Gothenburg at 2 a.m., and at Christiania at 8 p.m. on Thursday, returning from Christiania on Saturday at 6 a.m., and from Gothenburg on Sunday at 2 a.m. to Copenhagen, where she is due the same day at 2 p.m. At Fredriksværn, on going up, both steamers meet the Norwegian packets proceeding westward, and on coming down, the same packets returning, thus offering a quick and convenient route for travellers going to or returning from Christiansand, Bergen, Drontheim, and other places on the Norwegian coast.

GOTHENBURG (Swedish Göteborg).—*Inns:* Götha Kellare, very fair. Prinds Carl. The Prinds Carl is the best *restaurant.* The usual dinner-hour is about 2. Excellent port wine and Gottenburg porter may be obtained here. The most comfortable plan is to dine at the Prince Carl, and take lodgings in a private house, which are easily obtained by the day or week; 1 rixd. a day for each bed is about the usual price.

The *Post-office* is near the New Exchange.

The Steam-boat Offices are upon the canal, nearly opposite the New Exchange. Travellers landing here and intending to proceed by the boats on the Gotha Canal to Stockholm should lose not a minute in applying for berths, as the good ones are few in number, and at times in much request.

Money.—Both Danish and Norsk silver and paper dollars are freely taken here, but not the small money. Upon Danish there is no loss, the dollar of that country passing for 2 rix Swedish. The Norsk specie d. passes current for 4 rix S., but subject to a loss in the exchange of 9 sk. rix S. upon each of the former. Small Swedish money is difficult to obtain except at the post-office or the banks, and those who are about to travel by land into the interior should provide themselves with plenty of it. Paper is preferred by the peasants and people at the station-houses.

Travelling Servants. — Travellers going to Norway will do well to engage an interpreter or servant here, who can speak English, Norwegian, and Swedish, as they are very difficult to be obtained in Christiania.

Gothenburg is situated upon the Gotha River, 5 E. m. from the sea. The town is not picturesque, but its situation is, and there are many lovely points of sight to be obtained from the rocky and sterile hills in the neighbourhood, particularly to the N., looking up the valley and the river.

Founded by Gustavus Adolphus in

1611, and then built of wood, it has suffered frequent ravages from fire; but since 1746 most of the new buildings have been constructed of brick and stucco, or stone. Of the former strength of its fortifications there are now but few remains, except some detached forts.

The population, with the parishes of Öregryte and Carl Johan, is about 37,140. It is the second city in Sweden, the see of a bishop, and the residence of a military governor. The trade of Gothenburg is large, and annually increasing, from the convenience of its harbour, and its connection with the interior of the country by the Gotha Canal. The staple exports are iron, steel, and deals; the produce of the rich mines and vast pine-forests of Wermeland upon the Wenern Lake. Of deals there are annually exported about 160,000 dozens; of these the best are sent to England, and the inferior qualities go to France, Belgium, &c. The imports comprise colonial produce, wines, fish, &c.

The principal public buildings and places of business of the merchants are upon the canal, which runs through the centre of the town.

The two principal *Churches* are the Cathedral and the Swedish Church; the view from the cupola of the latter should be seen. *English Service* every Sunday at 11, in a chapel behind the New Exchange.

The public buildings are of little interest, except the New Exchange. The establishment for hot and cold salt-water baths near the quay is much frequented. The water is brought from the sea in boats constructed for the purpose.

The large suburb of Klippen on the S. contains the great depôts of deals and iron for export, as large vessels cannot get higher up the river.

A regiment of artillery is always quartered in Gothenburg, and fine soldier-like troops they are. The charitable institutions are numerous; but travellers coming from Norway, where a beggar is so very rarely seen, will be struck with the number of able-bodied mendicants here.

The *Environs.* — The *Cemetery* is some distance out of the city on the N. side. The inscription at the entrance is,—"*Tänk på döden*," "*Think of death.*" There are some delightful walks and drives in the neighbourhood, and particularly on the S. and E. There are likewise several cotton and other manufactories around the city. An agreeable excursion may be made by taking a boat down the fjord to the fortress of *Elfsborg*, which guards the entrance to it, and was built in 1660.

The best view of Gothenburg and its environs is to be obtained from a small hill in the beautiful grounds surrounding the villa belonging to Mr. Dickson, the well-known Scotch merchant, who kindly throws them open to all travellers.

The gardens and forcing-houses are all constructed from the most approved English designs.

Steamers leave here every week for Hull, passage 45 hours; and for Millwall Docks, London, passage 60 hours; fares 3*l*. The regular mail steamers between Christiania and Stockholm call weekly in passing.

Steamers leave daily for Trollhättan, occupying about 6 hours in the journey.

ROUTE 64.

STOCKHOLM.

Inns: Hotels Rydberg and Kung Carl have omnibuses in attendance to convey passengers and their luggage. If travellers have not made up their minds beforehand to engage apartments elsewhere, it is best to proceed to one of the above hotels in the first instance, as, even if they should be full, the proprietors are sure to find good accommodation in the vicinity. Hotel Rydberg, in the square or "torg" called Gustaf Adolf, opposite the Royal Palace, has 120 apartments, from 1 rdr. 50 oe. to 10 rdr. a day: attendance is charged 35 oe. extra. Excellent dining-rooms on the first floor, with *service à la carte* (ordinarily from 35 to 75 oe. the portion). Breakfast, with coffee or tea, served in the private rooms, at 60 oe. In the elegant *café* on the ground-floor will be found Swedish and foreign newspapers. Foreign languages are spoken. Hotel Kung Carl, at the Brunkeberg's torg, close by, is also good. These are considered the two chief establishments of their kind.

2nd Class Hotels: Hotel Scandia, 25, Drottninggatan, with baths; Kanan, 16, and de la Croix, 15, Brunkeberg's torg; Scandinave, 16, Norra Smedjegatan (a quiet locality); Frankfort, 16, and Reisens, 12, Skeppsbron; Commerce, 38, and Stockholm, 11, Stora Nygatan, &c. The prices of apartments in these hotels are ordinarily from 1 rdr. 50 oe. to 3 rdr. per day, and it is customary to give the chambermaid and the male attendant 50 oe. each per day if the stay be short, less in proportion if longer. At most of these places dinners are not served, but visitors take their meals at *hôtels restaurants*, of which besides Rydberg and Kung Carl, the following are the best: Hotel de Suède, 43, and Phœnix, 71, Drottninggatan; Hotel Royal, Fredsgatan; Operakällaren, Gustaf Adolf's torg; Freemasons' tavern, Riddarholmen; Bähr's tavern, Riddarhustorget; Svensson's Källare, Slottsbacken, in the city; Kahns Källare, at Mosebacke, with a beautiful view of Stockholm and surroundings; Hasselbacken and Pohlsro, at Djurgården, and a number of others in and around Stockholm; where persons may dine comfortably for a couple of riksdollars, besides wine, which is also cheap and generally good. A peculiarity in the Swedish dining-rooms is the side-table, with bread and butter, cheese, and other condiments, and a decanter containing distilled spirits, to which most Swedish gentlemen apply themselves before sitting down to dinner.

Stora Sällskapet is a club, located in the same house as hotel Rydberg, and to which gentlemen are recommended to obtain introduction, which can be readily had from any leading merchant or banker. It is most comfortable in every respect, and has a very good cuisine, coffee-room, &c. A library is attached, together with a reading-room, where the principal Swedish and foreign newspapers are found.

Cafés are numerous. Besides Rydberg and Kung Carl, there are *De la Croix*, in the Bazaar at Norrbro, as well as at the hotel in Brunkeberg's torg; the *Strömparterre*, a lovely little spot, below Norrbro, with the serving saloon under one of the arches and plantations of trees outside, where you may sit and watch the little steamers departing to, or arriving from the Djurgård park, every few minutes. A band is playing here in the summer evenings. *Berns* in Berzelius' park, near the Kungsträgård; also with a band on summer evenings; likewise in the Kungsträgård itself (Carl XIII.'s torg). Several in the Djurgård, among which *Hasselbacken* is the principal

PLAN OF
STOCKHOLM.
Scale of English Yards
Explanations & References.
The dotted lines show the Omnibus Steamers routes
A. Hydburgs Hotel.
B. Hotel Kung Carl.
C. Prince Oscars Palace.
D. Geological Institute.
E. Riddarholmen Church.
F. Gymnastical Institution.
G. The Bourse.
H. Custom House.
I. The Bank.
K. Fine Arts Academy.
L. Electric Telegraph Office.
M. The German Church.
N. General Post Office.
O. Art Union.
P. Southern Theatre.
Q. Opera House.
R. The Theatre (Drama).
S. The Small Theatre.
T. Foreign Office.
U. The English Church.
V. St. Jacobs Church.
W. St. Nicholas Church.
X. Blasieholms Church.
Y. House of Parliament.
Humlegarden
Ladugårdslands viken
Djurgårdsbrunns viken
Djurgarden
Skeppsholmen
Kastellholmen
Beckholmen
MÄLAR LAKE
THE BALTIC
Riddarholmen
Erola
St. Varfiet
SOUTHERN RAILWAY STATION

where also capital dinners may be had at moderate prices, with good wines and iced Bavarian beer. The hours at the restaurants and also at the club, are 8 to 10 for breakfasts; 1 to 6 for dinners; 8 to 10 for suppers.

Cafés for ladies. The most elegant is *Grafström's*, 28, Malmskilnadsgatan, near Brunkeberg's torg, where excellent chocolate and pastries are served. *Sundell's*, 57, Drottninggatan and *Berg's*, 14, Regeringsgatan, are also very good.

The *Post Office* is at No. 6, Lilla Nygatan, W. of the Palace. It is open from 9 in the morning till 9 in the evening, and on Sundays between the hours of 9–11 am., 1–2 and 7–8 p.m. Letters for town and country must be prepaid; the former with a 3 oe., the latter with a 12 oe. stamp. Foreign letters need not be prepaid. There are letter-boxes placed at many street corners; those painted *red* are receptacles for foreign correspodence, and being emptied of their contents at 4 a.m., letters so posted at any hour of the night, will be in time for the morning mail.

The *Telegraph Office* is at No. 2, Stora Nygatan, and is open at all hours.

Baths, warm and cold: at Gamla Norrbro, No. 5; at Lilla Vattugatan, No. 34; at Clara Bergsgatan, No. 43; at Sevedbåtsgatan, No. 29. *Swimming baths* for gentlemen at Riddarholmen and Strömsborg; for ladies at Kastellholm and Djurgården.

Commissionaires (Stadsbud) are recognised by their wearing a round cap, in front of which is a plate inscribed with the word "Stadsbud," and numbered. Whenever charged with an errand, letter, or parcel, the commissionaire is bound to give a receipt; the charges are 12 to 25 oe. for an errand or a letter, according to distance; 50 oe. for a larger parcel, and 75 oe. for a truck-load. There are offices at No. 45, Mäster Samuelsgatan, No. 3, Norrlandsgatan, and other places, where complaints are received in reference to miscarriages, and compensations allowed for losses up to an amount of 25 rdr. if reported within 24 hours.

Steamboats. Small and undecked steamboats run in all directions, and for very small fares, across and along the many waters that intersect Stockholm. There are more than twenty routes or passages on which these little skiffs are constantly plying at fares of a few oere.

Cabs or *Droskas* are stationed in various parts of Stockholm. A drive to any place within the town is paid with 75 oe. for one, and 1 rdr. for two persons. By the hour the charge is for one person 1 rdr., and for two 1 rdr. 25 oe. the first hour, and for every half-hour beyond that time 35 oe. for one person, and 45 oe. for two. When requiring a vehicle for an excursion, it is better to order a

Livery-carriage, at No. 9, Lilla Vattugatan, or some other place of the same description, where the tariff can be seen at the office. These carriages, drawn like the droskas by 2 horses, are very decent in appearance, though not particularly commodious for more than two persons, and not over cheap.

Omnibuses there are only two; remarkably slow and rickety, starting from the south end of the city every quarter of an hour; one to the top of Drottninggatan, the other to Ladugårdslandet. The pavement is not always of the best, and in several streets abominable.

History.—Stockholm, with its 140,000 inhabitants, occupies in the present day a considerable surface, divided, as it is, by several intervening watercourses. In earlier times it was chiefly confined to what is now more strictly called *the city*, comprising the middle islands in the outlet of the lake Mälar to the Baltic, by which piratical fleets often had penetrated, with fire and sword, into the heart of the country. Here, in the 13th cent., the powerful Earl Birger founded a stronghold, which, from its natural position, soon became the capital of Sweden. But ages before, the place was famed in legend and

song, especially as the scene of the great "Svia" King Agne's tragic end, who, having, in a war with the Finns, slain the king of that country and carried away his beautiful daughter Skialf, resolved to marry the latter and celebrated his wedding immediately on the return of his fleet to the entrance of the Mälar. The king, who wore around his neck a heavy gold-chain, brought from Finland by one of his ancestors, and fated to be the death of the greatest of the "Ynglingar," fell asleep, with all his men, after the revelries, and Skialf and her brother hung *him* on a tree by that very chain, and then made their escape back again to Finland. After that event the place was called *Agnefit*. Later on, when a fleet of Esthonian pirates had entered the Mälar, devastating its shores, the inhabitants of Sigtuna hid their valuables in the hollow trunk of a tree, or "stock," and sent it afloat. When Sigtuna had been destroyed and the pirates returned home, this stock was found near Agnefit, which thenceforth was called *Stock-sound*. Be this as it may, certain it is that Stockholm was founded and strongly fortified by earl Birger about the year 1260, since which time it has had to endure many a protracted siege and to witness events of the most stirring character. From the 7th of October, 1501, to the 27th March following, the citadel was held against the insurgent Swedes, by the heroic Christina, queen of John of Denmark, who had left her in command of a garrison of about 1000 men. That force at length reduced by famine and the sword to 80, she was compelled to capitulate. Three days afterwards a Danish armament arrived for her relief, but only to find her a prisoner in the hands of the Swedes.

But a still more heroic defence of Stockholm was that conducted by Christina Gyllenstierna, the widow of Sten Sture, against the perfidious and sanguinary Christian II. of Denmark and his Swedish allies. After a fruitless siege of 4 months in 1520, through the intervention of two Swedish bishops, the place was surrendered to the king under the most solemn guarantees on his part to respect the rights of the people. He repaid the confidence of his revolted subjects by shortly afterwards causing all the most distinguished Swedes to be massacred throughout the country. In Stockholm alone 94 were executed in one day on the *Stortorg*, near the ch. of St. Nicholas; among these was the father of the great Gustavus Wasa The heroic Christina was closely imprisoned; the body of her husband exhumed and burnt. Such were the acts which prepared the way for the liberation of Sweden by Gustavus Wasa, and the most glorious period of her history; alike heroic and immortal.

Since those days Stockholm has gradually extended, and at present consists of 3 main divisions; the original city, built on 3 small islands, now dismantled of her fortifications, and enlarged by embankments built on piles, containing the palace, most of the Government offices, the chief mercantile houses, &c.; the northern suburb (Norrmalm), where are the best dwelling-houses and shops, and the southern suburb (Södermalm), mostly occupied by persons engaged in trades. The city is connected with the N. suburb by a handsome granite bridge, called Norrbro, and with the S. by two drawbridges, through which the shipping passes from the seaside into lake Mälar.

Stockholm has been justly called "the Venice of the North." There is one view which strongly recalls that of the Doge's palace and Piazza di San Marco. It is that of the N.E. front of the Palace, with its inclining square on the S.E. side, and the extensive quay of massive granite beneath, lined with shipping and boats and vessels gliding about in the fjord. As a whole, Stockolm cannot, of course, compete in picturesque effect with the Queen of the Adriatic, but its situation is very lovely.

The *Palace* is the great object of attraction. Built on the highest part of the central island, its vast and massive walls tower above all the neighbouring buildings. This noble structure was completed in 1753, from designs of the Count Tessin, by his son. The basement story is of granite; the rest of brick, faced with sandstone. It consists of a quadrangle of huge dimensions, with wings at each corner, two stories lower than the centre, and which on the N.E. side enclose an extensive terrace, laid out as a garden and overlooking the quay and harbour. The wings at the opposite side, with a guard-house for the military on duty at the Palace, form an outer court-yard. The general style of the architecture is chaste, simple and massive, and the proportions of the whole structure grand and admirable. The inner court-yard or quadrangle is entered by four vaulted gateways, one in the centre of each façade. That on the N.W. side, facing Norrbro, is approached by Lejonbacken, or the hill of lions. It forms two broad inclined planes, rising in opposite directions from the quay and leading to a spacious platform in front of the gate. The whole structure is of solid granite, beautifully designed and decorated with two colossal lions in bronze. The view from this platform, over the bridge, Mälar lake and the N. suburb, is one of the finest in Stockholm. On the S.E. side, the Slottsbacken, or Palace hill, slopes down to the quay; a broad esplanade by which the royal carriages, as well as the detachment of troops, with their full band, on parade every day at noon, enter the palace yard. At the top of this esplanade is a granite *Obelisk*, 100 ft. high, erected by Gustavus IV. to commemorate the zeal and fidelity of the citizens of Stockholm in the war with Russia, 1788–90, and on the quay at the bottom stands a fine bronze *statue of Gustavus III.* by *Sergel*, considered his best work. It is admirably placed on the spot where Gustavus landed in triumph, 1790, after the hard-fought battle of Svensksund, and is a great ornament to the noble quay, on which it is seen to great advantage.

The interior of the Palace is accessible to visitors nearly every day, especially in summer, when the members of the royal family are mostly out of town. Ten attendants are employed in showing strangers about in different parts of the building, which contains 516 rooms, besides kitchens, cellars, &c. The guides expect a gratuity of 1 or 2 riksdollars each. The principal suites of apartments are richly decorated and ornamented with pictures, sculpture, and other objects of virtu. In the gateway towards Slottsbacken, a staircase on the left leads to the *Chapel Royal*, 128 ft. by 50, with columns and entablatures of marble: the richly-sculptured pulpit is supported on figures emblematical of the 4 Evangelists; the altar-piece, representing Gethsemane, is by *Bourchardon* and *L'Archevesque*, and finished by *Sergel;* the paintings on the ceiling by *Taraval*, *Pasch*, and *Ehrenstrahl*. The chapel is open to the public during divine service, like the other churches. On the same front is the *Throne-room*, 143 ft. by 51, of splendid proportions, with sculptures by l'Archevesque, Sergel, and Qvarnström, and at the upper end the *Throne of silver*, a present of Magnus Gabriel de la Gardie to Queen Christina, flanked by statues of Gustavus II. and Charles XIV., by *Byström*. In the gateway towards the outer court, and leading to the royal apartments, is the grand staircase, a structure of great architectural splendour, ornamented with pillars and niches holding porphyry urns, paintings, medallions of ancient kings, bronze figures bearing gas-lamps, &c. The *State apartments*, 9 in number. See the concert room, with excellent acoustic arrangements; the audience chamber, richly decorated; the grand gallery, 162 ft. by 23, lighted with 32 lustres, and enriched with a great number of paintings and sculptures; the ball-room, called the *White Sea*, 118 ft. by 38. The panels of polished

stucco, profusely ornamented with gilding and mirrors, give to this room, when illuminated by its 14 lustres and 10 candelabras, a resplendent appearance. This suite of apartments can be seen any day in the week. Amongst the others, to which strangers are only admitted when their royal occupants are absent, are—The *King's grand apartments*, 12 in number, among which the dining-hall, hung with rich gobelins tapestry, presented by the Empress Catherine II. of Russia to Gustavus III.; the pillar hall, where the conspirators assembled, who took prisoner and dethroned Gustavus IV.; the Victoria hall, containing, among other things, 3 cabinets *en vieux laque*, ornamented in *pietra dura* of Florence, once the property of Marie Antoinette, and a curious clock of Norwegian manufacture; the porcelain chamber, with furniture in porcelain, presented by Napoleon III.; the gallery of paintings, select works of Scandinavian artists, among which His Majesty Charles XV.; the Oriental oratory, &c. The *Apartments of the late King Oscar*, in 2 sets, containing the bedroom of the late King Charles XIV., hung with green silk, and preserved as it was at the time of his death; the bedstead covered with his old campaigning cloak. The *Apartments of the Queen Dowager Josephine*, containing a handsome library, numerous second-rate objects of art and pictures, among which latter the *Bologna collection*, found in the castle of Galliera, and received by Her Majesty as a baptismal present from Napoleon I. The last apartment in this suite is the bath room, from which a small staircase leads to the oratory, adorned with paintings of Reni, Rubens, Van Dyck, and others, and well worth seeing. The *King's ordinary apartments*, entered from the outer court, contain a *library* of 16,000 volumes, an *armoury* of rare and costly weapons, many of great historical interest; a chamber of antiquities, containing a statuette of Gustavus Adolphus on horseback, in silver gilt, 2 ft. high; a Persian chamber, in the form of a tent; an Oriental chamber, both with appropriate appointments, &c. *The Queen's apartments*, as arranged by the late King Oscar for his daughter-in-law, are richly and elegantly decorated; the hall of mirrors is one of the finest in the palace; another large room is hung with gobelins of great value. Portraits and paintings abound in all the rooms of the palace, and among them may be seen many *chefs-d'œuvre* of *Rembrandt*, *Wouverman*, *Rubens*, *Titian*, *Domenichino*, *du Jardin*, *Van der Helst*, *Berghem*, *Ostade*. *Gerhard Dow*, and other celebrities. Of sculptures, *Sergel's* Venus and *Bystrom's* Dancing Nymph and Hero watching for Leander, are classed amongst their finest works.

The *Royal Library* occupies a splendid room, running nearly the whole length of the S.E. wing of the palace. It is open every day between the hours of 11 and 2, except Saturdays and Sundays, and although but of comparatively recent formation, it comprises above 70,000 vols. The collection originally formed here, and containing a vast number of manuscripts, was given to the University of Upsala by Gustavus II. Another made by Christina was removed by her to Rome, and added to the library of the Vatican, and the rich collection subsequently formed, particularly by Charles X., was destroyed by fire in 1697. The founding of the existing library, therefore, dates from that period, the largest additions having been made at the end of the last century. Amongst the curiosities here is a Latin manuscript of the Gospels, supposed to be of the 6th or 7th century. It is known as the *Codex aureus*, being written in Gothic characters of gold, upon folio leaves of vellum, alternately white and violet. This book is additionally interesting from its containing an Anglo-Saxon inscription, of which the following is a translation:—"In the name of our Lord Jesus

Christ, I Alfred, Aldorman, and Werburg my wife, obtained this book from a heathen war-troop with our pure treasure, which was then of pure gold. And this did we two for the love of God and for our souls' behoof, and for that we would not that this holy book should longer abide in heathenesse; and now will we give it to Christ's church, God to praise, and glory, and worship, in thankful remembrance of His passion, and for the use of the holy brotherhood, who, in Christ's church, do daily speak God's praise, and that they may every month read for Alfred and for Werburg, and for Ahldryd (their daughter), their souls to eternal health, as long as they have declared before God that baptism (holy rites) shall continue in this place. Even so I Alfred, Dux, and Werburg pray and beseech, in the name of God Almighty, and of all His saints, *that no man shall be so daring* as to sell or part with this holy book from Christ's church, so long as baptism there may stand. (Signed) Alfred, Werburg, Ahldryd."—*Sylvanus' Rambles in Sweden*, p. 287. No trace appears to exist of the history of this volume from the time it was thus given to Canterbury Cathedral until it was purchased, in Italy, and added to this library. Here also is a huge manuscript copy of the Bible, written on 300 prepared asses' skins; it was found in the Premonstratensian convent at Prague, when that city was taken by the Swedes during the Thirty Years' War, and is commonly called the "Devil's Bible," from a hideous illumination prefixed to an appended collection of incantations against robbers, maladies, &c. A copy of Koberger's Bible, printed at Leyden, 1521, is filled in the margins with annotations by Martin Luther. The oldest palæotype is: *Speculum humanæ salvationis*, without date, and the next, *Cicero de Officiis*, printed by Faust and Schoeffer, 1461. There are, besides, some 4000 manuscripts, many of them altogether unique.

The *Picture Gallery* contains about 500 pictures, chiefly of the Italian, Flemish, and Dutch schools. They have suffered less from cleaning than is usually the case with public collections, and many of them are of great merit, being the productions of such masters as *Berghem, Paul Veronese, Canaletto, A. Carracci, Lucas Cranach, Dahl:* a most life-like portrait of the fiery Charles XII. as a youth, *Domenichino, Gaspar Poussin. K. du Jardin:* an Italian landscape, a charming specimen of this master, *Vandyck, Van Goyen, Claude, Rubens, Velasquez*, &c., but the majority are of little note. This collection, however, is now removed from the palace, and is being re-arranged for the new National Museum, where it is said the gallery will be enriched with many valuable pictures, hitherto scattered about in the other royal palaces. The rest of the public collections formerly located in the Palace of Stockholm have likewise been transferred to the said museum. Descending by another magnificent staircase, on which is placed a colossal group modelled by *Sergel*, and representing Axel Oxenstierna recounting to the seated figure of History the deeds of Gustavus Adolphus, the visitor reaches the terrace gateway. The fourth gateway from the palace yard leads out to Lejonbacken.

The *Royal Stables* for 146 horses are on the Helgeandsholm, an island between the city and the N. suburb, partly supporting Norrbro, and to which besides an iron foot-bridge leads from the Mynt-torg, at the foot of the palace, so called because the Royal Mint was formerly situated on this place in a building fronted by a portico in the Grecian style, but which is now occupied by the Foreign Office and other Government departments. The stables can be seen at any time, are admirably kept, and well worth a visit. Many of the horses are beautiful animals. In this place are also preserved a number of royal coaches of ancient construction. There are

several houses on this little island, among which is the Police-office at No. 9, open from 10 to 4 daily, except on Sundays. Behind the royal stables, abutting on and fronting Norrbro, is a kind of bazaar, or row of shops for book and music sellers, tobacconists, a good *café*, with a foreign letter-box outside at the corner, &c. It is in contemplation, as the leases fall in, to demolish not only these shops, but all the houses on the island, and remove the stables, substituting instead a plantation of trees, in the style of Strömparterren, on the other side of the bridge, which would much improve that beautiful site, and at the same time greatly enhance the noble appearance of the front of the palace, from Gustaf Adolf's torg.

The *Churches* are more numerous than handsome. In the city, that of *St. Nicholas*, so named in honour of Cardinal Breakspear, but commonly called "Storkyrkan," is the most ancient. It stands on the Slottsbacken, and the tower groups admirably with the palace, breaking the long straight line of the quadrangle, and adding greatly to its picturesque effect. The view from this tower is extensive, and amply repays the toil of the ascent by its beauty. The interior of the ch. is richly decorated, and contains 2 large pictures by Ehrenstrahl. The altar-piece is elaborately carved in ebony, and ornamented with gold, silver, and ivory; it represents the birth, passion, and resurrection of Jesus Christ. The tombs are numerous, both ancient and modern; among the latter, one is sculptured by Byström. The helmet and spurs of St. Olaf of Norway are shown; they were taken from his tomb in Trondhjem Cathedral by Eric XIV. In the library of the consistory are many precious works taken from a convent of Jesuits at Olmütz in the Thirty Years' War. The Sovereigns are crowned in this ch.

The *Riddarholms* ch., on the island of that name, is now only used as a royal mausoleum. An appointment to see it must be arranged with the inspector, who lives in the S.W. wing of the palace, and attends for that purpose on Sundays, Tuesdays, and Thursdays, from 1 to 3. Charge of admission 25 oe. each person; in summer admittance is free on Saturdays at the same hour. This ch. is so highly interesting that no one should quit Stockholm without seeing the interior. It was formerly a famous Franciscan convent, of Gothic architecture, but fires and reconstructions at various periods, and the sepulchral chapels added to its sides, have effectually altered the original style. It is, however, a picturesque structure, and groups well with the adjoining buildings. The ancient spire was destroyed by lightning in 1835, and has been replaced by another of cast-iron tracery, 302 ft. high, which, though of light and elegant Gothic design, does not harmonise quite so well with the building as the old one, which was also very slender and tapering.

Upon each side of the entrance, in the interior of the ch., and beneath the arches of the nave, are, or were, equestrian figures, elevated on pedestals and clothed in the armour worn by Birger Jarl, the founder of Stockholm, and by several Swedish kings; 11 figures in all. Of these the armour of Charles IX. is attributed to Benvenuto Cellini; the whole suite is covered with elaborate designs in high relief, of finished and exquisitely beautiful Florentine workmanship. It is one of the most costly and interesting specimens existing. The shield of John III. is likewise of the finest Italian workmanship, and most beautifully and elaborately decorated. The vizor of Charles VIII.'s helmet represents a man's face, with a large pair of mustaches. All this armour, however, as well as most of the trophies and mementoes of the great wars, hitherto hung up about the ch., are now in course of being removed to the National Museum.

The whole floor of the ch. is covered with gravestones under which rest the remains of illustrious men, some with monuments erected over them, others with simple inscriptions, as Thorkel Knutsson, Charles de Mornay, Hogenschild Bielke and others. But the sacred shrine here for every true Protestant is in the chapel upon the right of the altar. There repose the mortal remains of the chivalrous and heroic champion of the Protestant cause, the great GUSTAVUS ADOLPHUS. He died, sword in hand and covered with wounds, upon the field of Lützen, 16th November, 1632. His sarcophagus, of green Italian marble, surrounded with banners and trophies, bears the appropriate inscription, *Moriens triumphavit*, for he died as he had lived, victorious alike over his own passions and the enemies of his faith and country. In the Gustavian chapel are also buried the remains of his queen, Maria Eleonora; of Adolphus Frederick and his queen Louisa Ulrika, Gustavus III. and his queen Sophia Magdalena, Charles XIII. and his queen Charlotte, and other royal personages.

In the opposite, or Carolin chapel, is the tomb of the fiery Charles XII. His sarcophagus of white, on a pedestal of green marble, is covered with a lion's skin in brass gilt, on which are placed a crown, sceptre, and sword, and the name *Carolus XII.* inscribed. Round about hang trophies of his various battles, including a standard taken with his own hand in Poland. Here also lie buried Charles X. and his queen Hedvig Eleonora, Charles XI. and his queen Ulrika Eleonora, Frederick I. and his queen Ulrika Eleonora, the crown prince Charles Augustus, and others.

By the side of the Gustavian chapel is one erected for the present dynasty, in which rest the remains of Charles XIV. (Bernadotte) in a sarcophagus of Elfdal porphyry, copied from that of Agrippa in Rome; also his queen Desideria; the late king Oscar and his second son, the young prince Gustavus. On the walls of the choir are hung the shields of the deceased knights of the Seraphim, amongst which may be seen that of Napoleon Buonaparte.

Two of the heroes of the Thirty Years' War, field-marshals Lennart Torstenson and John Banér, have separate burial-chapels on the north side, decorated with many standards and other war-trophies.

The *German Church*, formerly the chapel of St. Gertrude, in the middle of the city, has a tapering spire 222 ft. high and containing a peal of bells, the only one in Stockholm. Here also may be seen authentic portraits of Luther and Melanchthon.

St. James's Church, near the N.E. corner of Gustaf Adolf's torg, is celebrated for its organ, which is considered the finest in Sweden. The portico on the S. side is rich in symbolical figures artistically executed, and dating from the year 1644.

St. Clara's Church, not far from the terminus of the Northern Railway, was formerly a convent of Fransiscan nuns, built and endowed by King Magnus Ladulås in 1285. Although of a simple but massive exterior, the inside of this ch. is of the handsomest in Stockholm. The altar-piece is by *Sergel*, with a copy of Rubens' Descent from the Cross in the centre and artistically framed.

The *Adolphus Frederick Church*, on the E. side of Drottninggatan, is a handsome building in the form of a Greek cross, with an octagon tower in the centre. Contains a large altar-piece in *altorelievo*, representing the Resurrection and a monument to Descartes, both by Sergel, who himself lies buried in the churchyard beneath a simple granite monument.

In the Södermalm, or S. suburb, are 2 large churches, *Maria* and *Catharina*, neither of which contains works of art of much interest; but the latter is admired for the beauty of its proportions, and being situated on a hill, its handsome cupola, flanked by 4 smaller

towers, is a conspicuous object. Other churches and places of worship are, *Hedvig Eleonora* in Ladugårdsglandet, *Ulrica Eleonora* in Kungsholmen, *Johannes* in Norrmalm, all 3 parish churches; the *Admiralty* church on Skeppsholmen, the *French Protestant* church, Stora Nygatan, the *Catholic* church, Norra Smedjegatan, the *Bethlehem* Methodist church, East Beridarebansgatan, the *Baptist* church, Malmskilnadsgatan, the *Jewish Synagogue*, city, the *Russian Greek* church, Drottninggatan and the *English Episcopalian* church, at 24 Rörstrandsgatan, near the top of Drottninggatan, a handsome little edifice of sandstone, built in 1866, close to the street, but raised above it on a rocky plateau and surrounded on 3 sides, as in a square, by lofty houses. It is dedicated to St. Peter and St. Sigfrid.

The *National Museum*, next to the Royal Palace the finest building in Stockholm, scarcely yet finished, stands at the S. extremity of Blasieholm, formerly an island, but long since built together with Norrmalm. It is 260 ft. long by 170 ft. broad and 90 ft. high in 3 stories. The front, facing the terrace-garden of the Royal Palace, over the water, is ornamented with bas-reliefs; in niches on each side of the portal are placed marble statues of *Tessin* and *Sergel;* higher up are those of *Linnæus, Tegnér, Wallin* and *Berzelius*; above these *Fogelberg* and *Ehrenstrahl.* The lower vestibule is adorned with 16 marble columns, and contains the colossal statues of *Odin, Thor*, and *Balder*, by Fogelberg. The grand staircase is ornamented with casts of the friezes of the Parthenon. On the ground-floor are the various galleries of antiquities. Next to the assembly room of the Literary Society is the *Numismatic* and *Medallion cabinet*, with more than 7000 Cufic and 5000 Anglo-Saxon coins, dug up in different parts of Sweden, besides many Greek, Roman, &c., in all about 50,000; the *Egyptian collection* follows, with the Tomb of queen Tahort and other objects of general interest from the land of the Pharaohs. Further there are a *Stone gallery* and a *Bronze and Iron gallery*, comprising articles of corresponding descriptions, including a number of ornaments in gold, silver, bronze, and precious stones, belonging to the last-named period and for the most part found in Sweden. The *Pillar hall* is set apart for mediæval objects, but likewise contains historical curiosities from more recent times. The traveller ought by no means to omit visiting the room which contains curiosities of the middle ages and specimens of the royal wardrobe, from a very early date down to the little merino frock of the present king's only son, who died at 2 years old. Among numerous objects of interest may be seen one of the solid silver horse-shoes with which the royal charger used to be shod on the coronation day—it was only attached by one or two nails and became the property of anyone fortunate enough to secure it as it dropped from the animal during the procession. Another conspicuous object is the actual skin of the horse ridden by Gustavus Adolphus when shot at the battle of Lutzen. Also, the domino and mask of Gustavus III., with the hole of the fatal bullet which killed him one night when he was at the opera. And again, the dress of the unfortunate Charles XII., shot in the trenches at Frederickshald—his white gauntlet as well as the hilt of his sword are covered with blood and the course of the bullet may be traced through the black felt hat upwards to the temple, showing that it was sent by an assassin and not from the walls of the beleagured town.

The first floor is occupied by objects of plastic art, collections of arms, sketches, &c., arranged in 10 rooms, of which the *Gallery of Engravings* contains more than 200 portfolios of engravings, wood-cuts, etchings, and sketches, 17 of the latter being by the hand of *Raphael*, 11 by *Correggio*, 14 by *Titian*, &c. The *Majolica-room*

has collections of majolica porcelain, with paintings after sketches by *Raphael, Giulio, Romano, Caracci*, and others; also of Etruscan and Greek vases, a colossal vase of Arabian workmanship, &c. The *Hall of Endymion* takes its name from the statue of the Sleeping Endymion. This gem of ancient art was found in the ruins of Hadrian's Villa, near Tivoli, in 1750, and purchased by Gustavus III. for 2000 gold ducats; about a sixth part of its present value. It is of the finest period of Greek art, and only second to the Barbarini fawn at Munich. Several busts and portions of sculpture are of a high class of Greek workmanship. The *Bronze-room* contains statues and statuettes in that material, foremost of which is a *Psyche*. The *Hall of the Muses* is so called from the 9 Muses, with *Apollo Musagetes*, being placed here; as also fine statues of *Pallas, Juno, Venus Anadyomene, Diana, Water nymphs*, &c. Another room is occupied by plaster casts of the *Niobe group, Diana, a torso*, &c. The *Gallery of Gustavus III.* is embellished with Sergel's *Amor and Psyche*, and a beautiful *Fawn*, Byström's *Juno and Hercules*, Fogelberg's *Venus and Apollo*, and a number of portrait busts. The remaining rooms on this floor contain collections of arms, including all the fine suits of armour formerly in the Riddarholm's church, and arms, &c., which have belonged to various Swedish sovereigns and other members of the past and present dynasties. Amongst other interesting objects is the sword worn by Charles XII., when he defied the Turks at Bender. It is a fearful weapon, such as few arms could wield, and bears upon its blade the motto *Deo soli gloria*. Here, likewise, may be seen the sword of the patriot King Gustavus Wasa, and a variety of other weapons, some amongst them of costly workmanship.

On the second floor a large hall is set apart for the trophies removed from the Riddarholms church, while 4 others, with more than 20 smaller rooms, contain a selection of 900 paintings.

In a line with the esplanade, in front of the Museum, a handsome iron bridge, 550 feet long, spans the water to Skeppsholmen, station for a part of the fleet, with barracks and other buildings for officers and men. The gunners' barracks, in mediæval style, with turrets and pinnacles, has a pleasing effect, seen from the water or the opposite quay. Here also is the Admiralty church, with a fine altarpiece by Sandberg, and statues of *Hope, Faith*, and *Charity*, by Byström. From Skeppsholmen another bridge leads to Kastellholmen, with a tiny castle built on an eminence, and from the roof of which there is an extensive view. Both these little islands are prettily laid out and planted with avenues of trees.

The *Academy of Sciences* occupies a handsome building, on the open space between Drottninggatan and the Adolphus Frederick Church. It contains a *Gallery of portraits* of eminent members, including Linnæus and Berzelius; a *Library* of 35,000 volumes, open Wednesdays and Saturdays from 12 to 2; a *Cabinet of Natural History*, open on Saturdays from 12 to 2, and a *Zoological Museum*, including botanical mineralogical and geological collections also, said to be the richest in the world, open same time as the library. To this institution belongs the *Observatory*, on the "King's Hill," with many valuable instruments, and the mathematical section of the Academy's library.

The *Gardens of the Horticultural Society* are in the Drottningatan, and much frequented.

The *Technological Institute* is in the same street; a splendid building, containing a library of 20,000 volumes, and several other collections, open to visitors on Mondays and Thursdays from 12 to 2.

The *Carolin Institute* is at Kungsholmen, W. of Norrmalm, and contains a chemical labratory, dissecting-room,

library, and valuable collections of anatomical and other objects, amongst which are some beautiful models in wax, by Gonzali of Florence.

The *Seraphim Hospital*, standing in its own grounds, the *Garrison Hospital* fronting the Mälar Lake, and the *Conradsberg Hospital* for lunatics, surrounded by shrubberies, are all palace-like structures in the same part of the town, and their establishments are admirably conducted. There are numerous other hospitals and charitable institutions of great interest in and about Stockholm.

The *Royal Mint* is also at Kungsholmen. Its chief interest consists in a *Cabinet of Minerals and Fossils.* Of the former there are upwards of 12,000 specimens.

The *Royal Theatre* occupies the whole E. side of Gustaf Adolf's torg, from Arsenalsgatan to the quay; a large, square building, with a noble front towards the square. It was erected by Gustavus III., and here he was shot, at a mask-ball, by Ankarström, on 15th March, 1792. This theatre is spacious and well fitted up, particularly the royal box, which occupies the centre of the lower tier, while the whole curve of the pit is set apart for the king's suite and officers of the guard on duty. The management is supported in part by an annual state subvention, by which means it is enabled to produce operas and plays of the highest order. This house is open only in the winter season. On the W. side of the square, from Fredsgatan down to the quay, is the *Palace of Prince Oscar*, the exterior of which is exactly similar to that of the theatre, and in the lower front of which is the *Corps de Garde.* The N. side is formed by the Hotel Rydberg and other large houses, between which opens up Regeringsgatan, the second principal street of Stockholm. In the centre of the square, and looking towards Norrbro and the Royal Palace, stands the *Equestrian Statue* of Gustavus Adolphus, on a high pedestal ornamented with medallion portraits of his celebrated generals and successors in the field—Banér, Torstenson, Wrangel, and Königsmark. As a work of art, however, this statue is so little worthy of Sweden and her glorious monarch, that it is to be hoped it will be replaced, some day with another, more fitted to do honour to both. The group on the great staircase in the N.E. gateway of the Palace was designed with this view, but probably was not found quite suitable. The bridge itself, 640 ft. long by 64 wide, and the spacious quays, with which it is connected at both ends, merit attention.

The *Dramatic Theatre*, erected 1842 as a private speculation, but now under the same management as the Royal, has its entrance from the E. side of Carl XIII.'s torg or Kungsträgården (the king's garden); an oblong open place, reaching from Hamngatan N. to the quay between the Theatre Royal and Blaiseholm S. It is planted with double avenues of shady trees on each side, and divided into two unequal portions by an open thoroughfare, the Arsenalsgatan, entering from Gustaf Adolf's torg, by the corner of St. James's Church, and continuing by the Blasieholm. In the centre of the N. portion of this place stands the statue of Charles XIII., very inferior as a work of art but placed on a fine pedestal, with four bronze lions at the corners, beautifully modelled by Fogelberg. The S. portion, where in 1866 was erected the Scandinavian Industrial Exhibition building, is now adorned by a splendid bronze-gilt statue of Charles XII. in his characteristic costume, looking out, sword in hand, over the port of Stockholm, and surrounded at the base by four ancient bronze mortars, taken in his wars. This statue is modelled by Molin. Close by the Dramatic Theatre a small street leads to *Berzelii Park*, a pleasant resort, with a statue of the great chemist.

The *Southern Theatre* is on the Mosebacke, or hill of Moses, a large

and very handsome building, containing, besides the theatre itself, with room for 600 spectators, an hotel restaurant, assembly rooms, &c. At the side is an entrance to the *Mosebacke garden terraces*, from which the view is unrivalled, embracing the whole of the city, Kungsholm, Norrmalm, Blasieholm, Skeppsholm, Kastellholm, Ladugårdsland, Ladugårdsgärde, Djurgården, in one vast panorama, with the ports and their shipping in the foreground. The view from the roof of the theatre is still more extensive, and no traveller should leave Stockholm without having paid a visit to Mosebacke.

The best panoramic view of the western side of Stockholm, together with a large expanse of the surrounding country, is to be had from the summit of the rocky hills close by the Skimvarviken landing-place of the Längholm steamers, which start from the Riddarholm, and take you there in 10 minutes.

That part of Stockholm called *Ladugårdslandet*, to the W. and N.W. of Norrmalm, has a park long neglected but lately much improved, known as *Humlegården* (the hop-garden), where there is a small theatre; otherwise this part of the town is chiefly remarkable as leading by land to Djugården and the camping-ground, and as being the site of the garrison barracks, which are very large and handsome structures; one of them, *Fredrikshof*, formerly a palace of King Frederick I.

The *Riddarhus*, in a torg or square of the same name, connected with the Riddarholm by a short granite bridge, is the house of assembly of the nobles. Exclusive of the historical associations connected with this building, it is of small interest. The hall of assembly contains the shields of about 3000 Swedish nobles, foremost that of the Wasa family. The president's chair is of ebony and ivory, a rather good specimen of Dutch workmanship. Few spots are connected with such heart-stirring events as have occurred in this old hall. Here the first Gustavus, having made his country free, received the willing homage of his thankful countrymen; here Gustavus Adolphus, when about to begin the career of conquest which terminated only with his life, on the field of Lützen, addressed his assembled subjects in that exquisitely simple and touching speech, which the historian of the Thirty Years' War has preserved; here, too, when the fatal news arrived of his death, the infant Christina was with unanimous acclaim declared Queen of Sweden, and received the fealty of the estates; and in later years it was here Gustavus III. surrounded the factious nobles with his troops, and having accomplished, without spilling a drop of blood, the *coup d'état* which restored the kingly power, dictated to them a new constitution. Pity he tried this once more, and aiming at absolutism lost his life in consequence.

The *Statue of Gustavus Wasa* stands in front of the Riddarhus. It is of bronze, by *l'Archevesque*, on a pedestal of Swedish marble, and represents the king in the costume of his time, crowned with a wreath of laurel, which does not improve the effect.

Divided from the Riddarhus by a small street, leading down to a steamferry pier, is the *Rådhus* or town-hall, fronting the square on one side and the water on the other, and close by, in the Myntgatan, the *Police Court*, having behind it the *Cellular Prison*, rather a handsome building seen from the water.

By the side of the Riddarholms Church is an open place surrounded by various public and other buildings, such as the *Svea Hofrätt*, or Court of appeal, the *Session House of the Diet*, the *Grand Lodge of Freemasons*, &c., and in the centre of which is a *Statue of Birger Jarl*, the founder of Stockholm, modelled by Fogelberg, and erected in 1854.

Amongst other buildings of note is the *Residence of the Governor of Stockholm*, on Slottsbacken, opposite the

S.E. gateway of the palace, designed by Count Tessin, and most remarkable for the beauty of its courtyard; the *Exchange* on the Stortorg, scene of the Stockholm blood-bath, in which the Swedish Academy celebrates its anniversary every 20th of December, and the citizens give grand balls to royalty on New Years' Days; the *Custom House* and the *Bank of Sweden*, both on Skeppsbron, the broad quay extending along the whole E. side of the city, and terminating in an open place at the S. extremity of the island, connected with Södermalm by two draw-bridges, which likewise furnish the means of communication by water between the outer and the inner port, *i. e.* between the Baltic and the Mälar. The aforesaid open place is called Carl Johans Torg, and in the centre of it there is an *Equestrian Statue of Charles XIV.* (Bernadotte), in bronze-gilt, after a model by Fogelberg.

The *Djurgård*, or deer-park, is one of the great objects of attraction in Stockholm. The inhabitants are justly proud of it, as no capital in Europe possesses one so highly picturesque. The whole extent of this lovely park is about 3 Sw. miles in circumference, and several hours may be most delightfully spent in exploring parts of it; the ground is beautifully undulated, the oaks and other trees are magnificent, the masses of rock grand, and the drives beautifully kept. The villas and places of amusement, cafés, &c., are numerous; the best dinners to be obtained in Stockholm are served at "Hasselbacken," which can be reached in a few minutes from the little steam-gondolas which ply continually between Alkärret and Strömparterren, or the palace stairs, passing by the museum and underneath the iron bridge; fares, 8 öe. At Hasselbacken commences the Djurgård's plain, where on holidays crowds of people throng around marionettes, dancing dogs, acrobats, and jugglers of all sorts. Here also are a summer theatre, a circus, a music hall, a winter garden, &c., all with their cafés. Further on, in a grove, is *Bellmansro*, with a colossal bust of the genial improvisatore, erected 40 years ago, and round which a festival has ever since been held on the 26th of July, when selections of his lyrics are sung in honour of his memory. Beyond, in the same direction, are the more sylvan, but not less charming retreats of the park. On the other side of Hasselbacken is *Byströms Villa*, built by himself, and one of the lions of the place. It is highly decorated, in the Etruscan style, and although intended as a residence, now forms a small museum of sculpture, by himself and others, which merits attention, as well as some of the architectural designs of the building. Each visitor pays a fee of 50 öe.

The *Palace of Rosendal*, built and sometimes inhabited by Charles XIV., is in this park, and commands a lovely view over a branch of the fjord which intersects it, to the *Ladugårdsgärde*, or review ground, in the distance, where a camp is formed during summer, and military manœuvres are often conducted on a grand scale. The interior of the palace is shown by an attendant. It is elegantly furnished, and contains numerous pictures of the best Swedish artists. The celebrated *Porphyry Vase* stands in the grounds on the N. side of the palace. It is highly polished, formed of only two blocks, and measures 12 ft. in diameter, by 9 ft. high. The form is beautiful. It is from the royal manufactory of Elfdal, in Dalecarlia, and rests on a block of rough granite, 3 ft. high.

The *Haga Park* is another charming and favourite place of resort. The way there is up Drottninggatan, passing the Observatory on the right and through the N. gate (Norr Tull), a short distance beyond which an iron gate upon the right forms the entrance. The numerous islands and other portions of this park are prettily laid out, and many parts are highly picturesque; the ground is very rocky and broken,

and the trees superb. The lake which adds so much to the beauty of this park is the Brunnsviken; it communicates with the fjord of Edsviken, leading to Ulriksdal, and its banks are so lovely that it should be seen in its whole extent, which may readily be done by the passage steamers which start from *Stallmästaregården*, near the N. gate before mentioned. The *Palace of Haga*, small but tasteful, was built by Gustavus III., and was one of the favourite residences of this king. It is now the ordinary summer abode of Prince Augustus, and was recently occupied temporarily by the Crown Prince of Denmark and his bride, the Princess Louise, during the first days of their honeymoon, previous to their leaving Stockholm for the Danish capital. The gardens of this place are well worth seeing.

Opposite the Haga Park, on the other side of the road, is the *New Cemetery*. It is well planted and laid out, and many of the tombs are interesting and beautifully kept. The custom of planting graves with shrubs and flowers prevails extensively in Sweden. Near the cemetery is the ch. of *Solna*, one of the most ancient structures still standing in Sweden, the tower of which dates far back into the days of paganism. In its churchyard Berzelius and Geyer lie buried. South of this ch. a road leads past the *Rörstrand* porcelain-works to

The *Park of Carlberg*, which in the heat of summer is another charming place, the trees, if possible, being finer than in the other parks. The *Palace* here was one of the favourite residences of Charles XII., but has been transformed since 1792 into a military college. There is little else of interest in the interior, except a collection of old portraits, chiefly of the royal families. From this park a long and fine avenue leads back to Drottninggatan, or the visitor may return to town by one of the little steamboats passing and repassing under Kungsholm's Bridge. The exterior of the palace is seen to best advantage from the other side of the channel which runs in front of it, but the view has been somewhat marred of late by the Northern rly. running through the park. A small bridge W. of the palace leads over to the opposite bank on the side of Kungsholmen, and on to

Marieberg, formerly a celebrated porcelain-manufactory, now a high school of artillery, where officers are trained for the scientific branches of the army. It is prettily situated among sylvan scenery; and from the rocket laboratory, on an eminence close by, a beautiful view is obtained of the lake, with Stockholm and its inner harbour extending across the background.

There is a considerable number of *manufactories* of various kinds in and about Stockholm. The best shops are mostly found in Drottninggaten, Regeringsgatan and their vicinities, but many of the principal tailors, bootmakers, &c., discard shop fronts. The names and addresses of such, if required, can be obtained from any proprietor of a respectable hotel.

THE ENVIRONS.—Stockholm is so much surrounded and intersected by the waters of the Baltic and the Mälar Lake, and the natural beauties of its situation are so great on all sides, that no one should rest satisfied, nor can form a just idea of this picturesque capital, without thoroughly exploring its immediate neighbourhood and also a few of the most charming spots, in the country around it. Such are:

Ulriksdal, the usual summer residence of his present majesty; originally built by the great captain Jacob de la Gardie, afterwards the property of Hedvig Eleonora, widow of Charles X., and left by her to her grandson Prince Ulrik, from whom its name is derived. King Bernadotte transformed this palace into an *Hôtel des Invalides;* but under the hands of Charles XV. it has regained more than its ancient splendour. The interior bears evi-

dence everywhere of a truly artistic taste. The queen's apartments are on the ground-floor, looking out on the bay of Edsviken; very elegant in the modern style, and embellished with pictures of great merit. The furniture is rich and comfortable, according to the exigencies of the present time; but here and there are seen tables, cabinets, &c., of different kinds of wood, sculptured and inlaid in a manner which indicates the workmanship of such painstaking artisans as the 16th and 17th cent. produced. On the first floor are the state rooms, or king's apartments, completely restored in the style of the 17th cent. The bedroom, which is the plainest of the suite, contains the bedstead used by Gustavus Adolphus in his campaigns in Germany; all the rest of the furniture is in keeping, every table, chair, cabinet, or enamel, has a history of its own. The same may be said of the council-chamber, the gala-room, the baronial hall, &c. It is a perfect museum of choice antiquities in furniture, goblins, china, drinking-cups, painted windows, and other curiosities, collected and arranged with discrimination and taste. The whole may be seen without trouble almost at any time, and so genuine is the pleasure taken by his majesty in these art treasures, that strangers have sometimes, without knowing it, been conducted by himself over this palace. The road to Ulriksdal passes by Haga and Järfva, and thence through a long avenue of trees, between pretty villas, to the park and gardens; the charge for a carriage is about 5 rdr. Just inside the gates is a pavilion, fitted up to accommodate guests, and farther on in the park a ch., in the Dutch Renaissance style, has recently been erected. The route by water to Ulriksdal is somewhat longer, but very pretty; fare, 50 oe. each way. Steam-gondolas, leaving the palace-stairs in the city, proceed along the sound which separates Djurgården proper from its N. half; pass by Rosendal and Djurgårdsbrunn; turn up northward into a wider passage called Wärtan; pass through a floating bridge 2700 ft. in length; along the E. shore of the camping-ground, to the fishing-hut of Charles XI., still standing at the narrow inlet to a forked bay called "Husarviken." Leaving this on the l., the steamer proceeds in a more W. direction past Alkistan, where a similar inlet leads through Brunnsviken to Haga, and onward, through Stocksund Bridge, along Edsviken, to Ulriksdal. All around these various bays, as indeed in all other directions, are situations of beauty too numerous to be all specified.

Drottningholm, another of the creations of Count Tessin, is the stateliest of the royal summer palaces about Stockholm. Situated on Lofön, one of the many lovely islands in the lake Mälar, the road to this place traverses Kungsholmen, part of Upland and Kersö island, crossing over 3 sounds by as many bridges. Carriage hire from town 7 rdr. Fare by steamboat from Riddarsholmen 50 oe.; distance about a Swedish *mile*. The palace is splendidly furnished and embellished with paintings of *Ehrenstrahl* and other masters, a portrait gallery of cotemporary sovereigns of the late King Oscar, many curiosities, a handsome library, a theatre, &c. The gardens, planned partly after French, partly after English, pattern, are ornamented with vases and groups of sculpture in bronze and marble, jets of water, canals, swan preserves, and shady islets, &c. *China palace*, a pavilion in Chinese style, built by Adolphus Frederick, as a birthday surprise for his imperious queen, Louisa Ulrika, is filled with a variety of Chinese curiosities, and adjoining is a row of little summer cottages, bearing the name of *Canton*, which was originally intended to be a village of mechanics, under the immediate supervision of the above-named king, who was, if otherwise not much known to fame, at any rate reputed the cleverest locksmith and

turner in his kingdom. Formerly this palace boasted large collections of vases, statues, bronzes, &c., mostly spoils from the German wars, but these have now been removed to the National Museum. The queen dowager Josephine usually inhabits Drottningholm during the summer, as does also Prince Oscar and his family. There is a very fair inn, or restaurant, not far from the palace, where dinners, &c., may be had. S. of Canton a road leads to

Svartsjö, on an adjacent island; also a royal palace, surrounded by a large and sombre park, bearing much evidence of neglect. Originally a Carthusian convent, it was made a strong castle by Gustavus Wasa, but afterwards rebuilt, became the dowager-residence of several Swedish queens. It is chiefly interesting, in the present day, as having been the retreat where some of the most important designs of the glorious Gustavus Adolphus were discussed and matured. Beneath an old linden-tree in the park stands a fine marble group, representing the hero and Axel Oxenstjerna, but the hand of time and the touch of vandalism have spoiled its beauty.

Rosersberg is another royal palace, which was a favourite summer residence of the late King Bernadotte, and is celebrated here for the richness and elegance of its furniture and decorations. The park abounds in lovely spots and scenery of a sylvan character. It is distant from Stockholm about 3 miles, on the route of the steamer to Upsala.

Rydboholm, on the great Wärtan fjord, is about 3 miles from Stockholm, and belongs to the Brahe family. It possesses great historical interest, as having been the residence of Gustavus Wasa in his childhood. His study and an oak planted by him in the garden are still shown.

Lake Mälar, surrounded by 3 provinces, Upland, Södermanland, and Westmanland, the very heart and cradle of the Swedish kingdom, may to a great extent be classed among the environs of Stockholm, as excursions on its waters are of frequent occurrence, besides regular steam communication being kept up with the towns and principal stations on its shores. This lovely lake is about 75 English m. in length; its width varies very much, and the arms are numerous, intersecting the adjoining country in all directions. Of islands of all sizes there are no less than 1200, and numbers of them exquisitely beautiful. Months might be passed in exploring the Mäler, and the abundant remains of primeval forest with which its banks and islands are covered. Game is said to be abundant, and the fishing in the lake and its tributaries is well spoken of. As the steamer winds its course through the more secluded channels and fjords, deep silence reigns all around, and at times no vestige of human being or habitation is to be seen, until, on turning the point of some sequestered nook, a villa or little farm, nestled among the trees and surrounded by patches of fine pasture, prove that the solitude is not so great as it appears to be. Among the places which may be conveniently visited in this way are

MARIEFRED, and the royal castle of *Gripsholm*, on the S. shore. Steamers from Riddarholmen in 3 hrs. twice a week; return the same days; fare for the double journey 3 rdr. The course lies along the Riddarfjord, studded on both sides with country seats, to *Kungshatt*, a high rock, on the top of which is seen a hat on a pole, placed in memory of a traditional feat of some king of old, who escaped his pursuers by leaping on his horse from the summit into the water, and, in so doing, left his hat behind. Further on the steamer enters Eckerö fjord, passing Eckerö ch. to the rt., and the stately mansions of *Norsborg*, *Sturehof*, and *Wällinge* to the l.; afterwards *Kaggeholm* appears in the strait which leads into the roomy Björkö fjord,

where an island of the same name is pointed out as the site of ancient *Birka*, the city where Ansgarius first preached Christianity, and which is said to have been so large that it could send forth 14,000 armed men. Traces of walls, and fosses, and sally-ports may be observed to this day, but their extent indicates rather a fort than a large city. Passing Rindö, the steamer then enters the Gripsholm fjord, having on its rt. *Räfsnäs*, where Gustaf Wasa received news of the Stockholm "blood-bath," and on its l. *Näsby*, a fine mansion surrounded with a large park, turning off from which, to the rt., the steamer fronts Mariefred and Gripsholm.

The town is small and of no importance, owing its origin partly to a Carthusian convent founded by Sten Sture in 1504, partly to the castle, which is named after the celebrated Bo Jonsson Grip, a man of vast possessions in the 12th centy. After various vicissitudes, it was appropriated and rebuilt by Gustavus Wasa, but considerably altered and enlarged in the time of Gustavus III. Here Eric XIV. kept his brother John a prisoner, with his wife, the Polish princess Catherine Jagellonica, and the bed is shown in which Sigismund, eventually king of Sweden and Poland, was born. In another tower is the dismal prison where John afterwards kept his dethroned brother, though it is now affirmed only during Eric's paroxysms of madness, better apartments being assigned him in his lucid intervals. Here also Gustavus IV. signed his abdication, in a room adjoining that where his father used to dress himself to appear on the boards of the handsome theatre which he had fitted up in this old Wasa castle. Very interesting is the large collection of historical portraits, about 1800 in number, among which are those of Gustavus Wasa and his successor, Eric XIV., painted by the unfortunate Eric himself; the principal cotemporaries of Gustavus Wasa; the diplomats at the peace of Westphalia; the crowned heads cotemporary with Gustavus III., &c., as likewise the numerous curiosities, pieces of old furniture and tapestry, silver vessels, and similar objects. In the exterior courtyard are placed 2 enormous pieces of ordnance, commonly known as "the hog" and "the sow," taken by Jacob de la Gardie at Ivanogorod. The castle, with its 4 towers and irregular form, enclosing 2 courtyards, has all the appearance of an old baronial stronghold, and presents a striking object in the view of the surrounding beautiful landscape. It is shown to strangers by the attendants for a gratuity.

A short mile W. of Mariefred is the cannon foundry of *Aker*, with a fine mansion, extensive workshops, and a good inn. Conveyances are easily obtainable at Mariefred.

STRENGNÄS.—Steamers leave Riddarholmen every morning for this ancient town on the S. shore of the Mälar, not far from Mariefred. Passing Rindö (see above) the steamer enters the Prestfjord and steers towards Sela-ö, one of the largest islands in the Mälar, rich in archæological remains, further on *Tynnelsö*, formerly a castle belonging to the Strengnäs bishops, is seen on an island to the rt., and shortly afterwards the tall steeple of Strengnäs cathedral comes in view. The town, though the see of a bishop, is insignificant; barely 1600 inhab., but was formerly of much more consequence. Here, on the 6th of June, 1523, Gustavus Wasa was elected King of Sweden, and 23 years afterwards the royal dignity was made hereditary in his family. The principal building in the town is *the Cathedral*, inaugurated 1291, but, through the excess of wax candles, set fire to on the occasion, afterwards restored, but again burnt down, and finally rebuilt, as it now stands, in 1551. It is 300 ft. in length, 112 ft. in breadth, with a tower 250 ft. high. Within this venerable pile rest the remains of Sten Sture the elder,

Charles IX., with his 2 queens. Carl Carlsson Gyllenhjelm, his natural son, a brave commander, lies buried in a side chapel, ornamented with bas-reliefs of his battles, and where the chains by which his cousin, Sigismund of Poland, caused him to be secured during 12 years of military captivity, are also preserved. The *College*, a building of modern construction, contains a library of 12,000 volumes, many of them very rare, as *Augustinus de Civit. Dei Romæ*, 1468, and cabinets of coins, minerals, and preserved birds. In the neighbourhood are the fine estates of *Ölivehäll* (with a spring of mineral waters), *Näsbyholm*, *Säby*, &c.

ESKILSTUNA, or "the home of Eskil," an English missionary, who, after being stoned by the heathen, was buried here, because his coffin became so heavy that it could not be carried any further. Steamers 3 times a week from Riddarholmen to this place in 7 hrs., fare 4 rdr., calling at Strengnäs, and thence proceeding along the lake, over the North-fjord and Gran-fjord, where the fairway diverges to Westerås. On the rt. appears Fagerö island, and beyond it the towers of *Engsö* church and castle, the locality of numberless ballads and stories. Still proceeding westward the steamer enters the Black-fjord, passing by *Sundbyholm*, and shortly afterwards arrives at *Torshälla*, a small town which, until the completion of the present canal, served as a port to Eskilstuna. The latter place has been called the Sheffield of Sweden, rather on a smaller scale, but well worthy of the name, as far as concerns workmanship. Among the more prominent establishments may be mentioned the *Government Musket Factory*, *Munktell's Engine Factory*, *Ståhlberg's Knife Manufactory*, *Tunaforss Rolling-mills*, *Hedengren's Damascene works*, *Heljestrand's manufactory of razors*, *Svengren's manufactory of sabres*, and others, where the visitor may procure good specimens of Swedish industry. At the technological school in this place there is a permanent exhibition of similar objects, shown by the instructor.

A small river connecting the lakes Mälar and Hjelmar flows by Eskilstuna, forming several cascades in its course, and greatly enhancing the beauty of the landscape. *Rosenforss* factory, *Husby Rekarne* ch., *Rossvik* and *Biby*, are situated on this water-course, and where it enters the Hjelmar lake is the splendid manor-house of *Stora Sundby*, built in Anglo-Norman style, with large gardens and a good inn adjoining. Near to this are *Näshulta* ironworks and *Öja* ch.

A mile N.W. from Eskilstuna is situated *Jäders* ch., burial-place of the great Chancellor Axel Oxenstjerna, and containing numerous relics from the Thirty Years' War, which can be freely inspected. S. of the town, in the centre of Södermanland, is the small market-town of *Malmköping*, with a posting-station and inn, furnishing lodgings for travellers. A coach leaves Eskilstuna post-office 3 times a week for Orsta, 1 m., Malmköping, 2¼ m., and thence on to Sparreholm on the W., rly. ¾ m., fare 1 rdr. per m. Private carriages may be hired, and post-horses engaged, if preferred. Board and lodging at the posting-house in Eskilstuna at *Förstadskällaren* (suburban inn) and other places.

ARBOGA is another small town, now rapidly increasing, situated on the Köping-Hult line of rly., but likewise accessible direct from Stockholm in 8 hrs., by steamers leaving Riddarholmen 3 times a week; fare 3½ rdr., weekly return ticket 5 rdr. *Stallarholmen*, *Strengnäs*, *Quicksund*, and *Kungsör* are touched at on the passage. After leaving Strengnäs, these steamers proceed to the W. extremity of l. Mälar, where the Arboga river empties itself at *Kungsör*, a favourite residence of Charles XI., who built the handsome Carl's ch. at this place. Further up the river are the estates of *Svarthäll*

and *Reutersberg*. Arboga, in the middle ages, was a considerable town with 5 churches, 4 chapels, 3 convents, and a royal palace. No less than 32 diets were held, at different times, in this place, at which, in 1434, Engelbrecht, and in 1471 Sten Sture the elder, were elected administrators of the realm, but in the present day Arboga has nothing of particular interest to show. Accommodation for travellers is furnished at the posting-station.

KÖPING, one of the end-stations of the Köping-Hult rly., is likewise in direct water communication with Stockholm, by means of steamers, which depart from Riddarholmen 3 times a week, and, taking a N.W. direction from Quicksund, reach Köping in 7 hrs. Fares, first-class, 4 rdr.; return tickets, available for a week, 6 rdr. Köping also had once its time of greatness, its castles and churches, of which few traces remain, except the present parish church, a handsome structure with a fine altar-piece and a monument of Scheele, the great chemist, who lived and died an apothecary in this little town, while the fame of his discoveries was spreading over Europe. This route by Köping is the shortest from Stockholm to the interesting mining districts about Nora and Linde in Nericia.

WESTERÅS, the chief town of Westmanland, is situated on the N. shore of the lake Mälar. Steamers leave Riddarholmen every day for this place, calling at Strengnäs and other places. Fares, 3 rdr. 50 oe. either way; time of passage, 5½ to 6 hrs. This town has about 4800 inhabitants. It is situated at the mouth of the *Svart-ån* (black river), and carries on a considerable business in agricultural and mining produce. The governor of the province and the bishop of the diocese reside here. Apartments at *Hotel Kraak*, in the great square, and at the posting-master's, Storgatan; good dining-rooms at *Franck's*, in the square, and *Laman's*, in Storgatan. The chief objects of interest are the *Cathedral* and the *Castle*. The former is a red brick Gothic structure of the 11th centy., but has undergone considerable alterations. It is 306 ft. long by 122 ft. wide, and its steeple, 328 ft., is the highest in all Scandinavia. The administrator Svante Sture and King Eric XIV. lie buried here. Over the grave of the latter Gustavus III. erected a monument, on which were placed the crown and sceptre removed from the tomb of John III. at Upsala. The handsome altar-piece was a present from the administrator Sten Sture the younger and his wife, the equally celebrated Christina Gyllenstjerna. In a building adjoining the cathedral is the *High School*, containing the consistorial library of 11,000 volumes, including a valuable collection taken at Mayence, in the Thirty Years' War, and presented to this town by Axel Oxenstjerna. There are likewise several important and interesting manuscripts. The castle is also a very old building. Eric XIV. was imprisoned here, prior to his removal to Orbyhus. The battlements command a beautiful view over the lake Mälar and surrounding country. It was here, at the eventful diet of 1527, which lasted but 8 days, that the Roman Catholic religion and hierarchy were swept away by the great Wasa, and Sweden made that stronghold of the Protestant faith, from which Gustavus Adolphus was enabled to stem the returning tide of Popish supremacy which threatened to overwhelm the fatherland of Luther.

Skultuna brassworks and *Svanå* ironworks, on the Svart-å, are among the more considerable in the neighbourhood. Westerås has regular land communication, eastward with Stockholm, and northward with Falun, by means of mail-coaches, thus forming the central station on

ROUTE 65.

STOCKHOLM TO GOTHENBURG [LIDKÖPING]. RAIL.

The railway carriages are somewhat similar to our own; the 2nd-class not so good as on the German lines. English travellers generally travel 1st-class. The names of the refreshment stations, together with the detention at each, is posted up in the carriage. Rate of travelling about 25 Eng. m. an hour.

From the terminus at Södermalm in Stockholm the rly. runs S., gradually bending round westward, and crossing Årsta-fjord on an embankment, with a swing-bridge of iron, 30 ft. long, on passing over which *Tanto* sugar refinery is seen to the l., and the fairway of lake Mälar to the rt.

Liljeholmen station, with engine-workshops, &c. The train proceeds through the Nyboda tunnel, 932 ft. long, bored through the solid rock, past *Huddinge* and *Tumba* stations, Tumba paper-mill, where the Swedish bank-notes are manufactured, Rönninge and Uttran lakes; towards the Hall-fjord, from the Baltic, which receives Södertelje canal; over the canal on an iron swing-bridge, resting on high granite pillars, by

Södertelje upper station, to the nether station, 3·4 m. from Stockholm. *Inn:* Studskellären.

SÖDERTELJE is a very old town, and formerly carried on a considerable trade, but decayed as Stockholm rose into importance, and in 1719 was totally destroyed by the Russians. Since 1819, when the Södertelje canal, first commenced by Engelbrecht, was completed, it has gradually recovered, and has now 2000 inhab. *St. Ragnhild's ch.* was built about the year 1100 by the queen of Inge the elder. In 1849 an hydropathic establishment was formed here, which has attained some celebrity, and together with the constant communication by rail and steamer with Stockholm, causes many families to resort hither in summer time, giving a very gay appearance to the pretty little place.

About ¼ m. from hence the train runs through a tunnel 450 ft. long, and comes out on a high embankment on Lake Lanaren; further on, Lake Glias is crossed in the same way, and along a succession of small lakes, mostly surrounded by forest land, the train passes *Jerna* and *Mörnbo* stats., and the handsome mansion of *Wisbohammar*, stopping at

Gnesta Stat., 5·9 m. from Stockholm, where 12 minutes' time is given for breakfast.

[A diligence 4 times a week, by *Lästringe* and *Svärdsbro*, 2½ m. from Gnesta to

NYKÖPING, 2¼ m. (*Inn:* Assemblée Cellären: Stadskellarn), chief town of the province of Södermanland, and residence of its governor, with about 5000 inhab., situated on a small river of the same name, which connects the great network of lakes, in the interior of the province, with the Baltic. Its principal export is corn. The old town of Nyköping had a wealthy Franciscan convent and a castle, *Nyköpingshus*, the scene of many sieges and dark deeds, especially under the Folkung dynasty. Here Magnus Ladulås kept his brother and predecessor Waldemar in prison, and the son Birger starved his brothers Erik and Waldemar to death. Charles IX. died, and his daughter Catherine and her son Charles X. were born here. Castle and town were destroyed by the Russians in 1719, but some ruins of the former remain. The new town is pleasantly situated, has 2 churches, a

fine sc re with a spring fountain, and several manufactories, the principal among which is the engine factory, belonging to the Högbo Company (see Rte. 74), with foundry, rolling mills, ship-wharf, &c., and where iron steamers, locomotives, and other railway plant are constructed.

Amongst places in the neighbourhood may be mentioned—*Svärta* ironworks, beautifully situated, *Harg's* cotton-mills, *Arnö* island and manor, *Wäderbrunn* agricultural school, and the manor of *Sjösa*, with pretty gardens, and a handsome dwelling-house, which in 1719 was saved from the Russian depredators by an old woman beating a drum on their approach, which frightened them away. The ghost of Charles XII., murdered but the year before, was still potent against his depopulated country's enemies.

Steamers leave Nyköping for Stockholm, length of journey 7½ hrs.; for Norrköping, passage about 5 hrs. The distance by road N. to Stockholm is 11¼ m., by Svärdsbro, 2¾ m., Stora Åby 2 m., near the little town of TROSA on the coast; Pilkrog 2, Södertelje 1½, Fitja 2, and Stockholm 1½ m., through some picturesque scenery, and S. to Norrköping, 6 m., through a similar country, by Geflé* 1¾, Krokek*† 2, Lilla Aby*† 1½, and Norrköping, ¾ m.]

From Gnesta, on the main route, the rly. continues by *Björnlunda* and *Stjernhof*, in a fertile and well-wooded country, diversified with manor-houses and farm buildings, churches, and lakes.

SPARREHOLM Stat., 8·8 m. from Stockholm, near the château of the same name, belonging to Baron Sprengtporten; a noble building, situated on a small island, and surrounded by a lovely country, improved by art so as to resemble a vast park. The château contains a library, a collection of coins, and a few exceedingly good portraits by Swedish and foreign painters. Excursions are now often made to this place from Stockholm, on Sundays in the summer months, and visitors are treated with the greatest courtesy by the owner, or those that represent him. A mail-coach leaves this station for Malmköping and Eskilstuna (see Rte. 64.).

After leaving Sparreholm the train passes by *Flen* Stat. and a pleasant country, in which is seen, on the l., Flen's ch. by a lake, and on the rt. *Stenhammar*, the fine old château of Baron von Kræmer, on the beautiful lake Wammeln, Count Mörner's estate of *Hålbonäs*, and on to

Walla Stat., 11·4 m. from Stockholm. Roads from here lead S. to the great estate of *Eriksberg*, with a splendid château, gardens, and park, belonging to the Bonde family, and N.W. to *Bie*, 1¾ m., where is the hydropathic establishment of *Augustenbad*.

Cathrineholm Junct. Stat. 12·3 m. Buffet the largest and best in Sweden; 20 minutes allowed for dinner. Table-d'hôte, price 1½ dollar; beer, wine, and spirits extra. This station is named after the neighbouring great Bonde estate, on the lake Näsnaren, and hence diverges the Eastern main *Railway* to Norrköping. From Cathrineholm the W. train proceeds along an isthmus between the lakes of Wiren to the S., and Kolsnaren to the N., to the great plain of *Wingåker*, on which stands the fine château of *Säfstaholm*, likewise belonging to the Bonde family, with a valuable library and collection of manuscripts, a picture gallery, with productions of Italian, Flemish, and Swedish masters, Byström's group of Venus and Amor, Fogelberg's Mercury lulling Argus to sleep, &c. [Not far from this place is

Wingåker, 14·3 m. from Stockholm, in the midst of a peasant population, remarkable not only for their peculiar costume, but likewise for a great inclination to trade and travel.

Shortly after leaving Cathrineholm stat., the train enters the province of Nericia, and passing by the station of

Kilsmo, *Brefven's* iron-works and engine factory, and *Bysta* country seat, stops at

Pålsboda Stat., 17·2 m. from Stockholm. The highway from Örebro into East Gothland, through the S.E. mining districts of Nericia, in which are situated the great iron-works of *Skogaholm*, *Gryt*, and *Haddebo*, passes by this station, on leaving which the rly. traverses a wooded country, as far as *Tynninge*, when the large and fertile plain of S. Nericia opens to the view, and the line gradually descends to

Hallsberg Junct. Stat., 18·5 m. from Stockholm. Here the lines from Stockholm, Upsala and Norrköping on the one side, and Christiania, Gothenburg, and Malmö on the other, join a branch-line to Örebro, in connection with the Köping-Hult and other private rlys. Several high-roads also meet near this station, which provides board and lodging for travellers.

Wretstorp Stat., 19·9 m. from Stockholm. This is the station for ASKERSUND, 2 m. dist. to the S., a pretty little town of 1400 inhab., at the top of the Wettern lake. In its neighbourhood are *Stjernsund*, ½ m., with a splendid mansion, beautifully situated, once the property of Prince Augustus, now belonging to Mr. Cassel; the *Ammeberg* zinc mine, 1½ m. by rail, belonging to the Belgian Company *La Vieille Montagne;* other zinc-mines at *Läggesta;* the iron-works of *Dohnaforss*, *Algrena*, *Aspa*, and *Skyllberg*. At *Rude*, ¼ m. dist., is a mountain close to the Motala road, with 2 "giants' caldrons," well worth seeing. Askersund has regular communication by steamers with Medevi, Wadstena, Motala, Hjo, Grenna, Jönköping, Gothenburg, and Stockholm, by the Lake Wettern and Gotha Canal, and a mail-coach connects it with Wretstorp, on leaving which station the train proceeds to

Laxå Junct. Stat., 21·3 m. from Stockholm, and half-way to Gothenberg.

In the neighbourhood of Laxå is *Porla* mineral-spring, famous for its mud-baths. The train from Stockholm on leaving Laxå passes through the great forest of Tiveden, which separates West Gothland from Upper Sweden, by the large village of *Bodarne*, and *Finnerödja* station to

Elgarås Stat., 24·1 m. from Stockholm, 18·5 m. to Gothenburg. The country now becomes more diversified and fertile, and gradually descends to the Gotha Canal, over which the rly. passes on an iron swing-bridge to

Töreboda, 25·5 m. from Stockholm, 17·2 m. to Gothenburg. There is a considerable and increasing traffic at this place, owing to the rly. here crossing that section of the Gotha Canal which connects the great lakes Wenern and Wettern, and the passing and repassing of steamers. Board and lodging may be obtained at the rly. hotel; (apartments 1 rdr. and 1¼ rdr. per day) there, and of Mr. Perzonn, who also lets carriages on hire. The large country-seats of *Hallandsberg Ymsjöholm*, and others, are at short distances from here. The next station is

Moholm, 26·6 m. from Stockholm, 16 m. to Gothenburg. From hence a diligence starts for MARIESTAD on the Lake Wenern, a small town with 2400 inhab., residence of the governor of the shire of Skaraborg. The train passes by *Wäring* to

SKÖFDE Stat., 29·1 m. from Stockholm, 13·5 m. to Gothenburg. *Inns:* the rly. hotel, a large and commodious building with restaurant; apartments 1 rdr. and 1¼ rdr. per day. It is a little outside the town, as is also the new promenade, which the good people of Sköfde have named their *Bois de Boulogne*, and where there is a good restaurant. Sköfde is small but very ancient town, with less than 2000 inhab., situated at the foot of the remarkable *Billingen* hills, covered with rich vegetation, ensconsing three lakes or tarns on their summits.

W. of Sköfde, ¾ m. distant, lies the ch. of *Warnhem*, formerly a Bernhar-

dine convent, erected by king Sverker the Old in 1150, and the burial-place of several kings and other great persons of those days. It was burnt down by the Danes in 1566; but the ch. was rebuilt in 1671, and the ancient tombs restored by Magnus Gabriel de la Gardie, who added a burial-chapel for his family. It is now a handsome Gothic structure, built in the form of a cross and with 3 towers.

[From Hjo on the Wettern to Lidköping on the Wenern Lake, a mail-coach passes every day through Sköfde. From the latter place, the distance to Wersås posting station is 1⅜ m., and thence 1⅜ m. to Hjo, a small town of some 1200 inhab., only remarkable for its situation in a district of West Gothland, which for its beauty and fertility has been called "the golden nook." Steamboat communication with Stockholm and Jönköping.

W. of Sköfde the road to Klostret posting station is 1¼ m., and thence 1¼ m. to SKARA, 2300 inhab., an ancient town in the great plain of West Gothland, and the see of a bishop. The cathedral is a very old building, and, spite of repeated ravages by fire, will still bear comparison with those of Upsala and Lund. In the neighbourhood are *Gudhem*, a great place of sacrifice in heathen times, afterwards a convent, now a ruin; Götala, where the "Tings" of all Goths were held, and beyond this Axevalla heath, an extensive camping-ground; Husaby, where Olof Skötkonung received baptism, and the first cathedral in Sweden was founded by him; since removed to Skara, after the destruction of the great pagan temple there, in the time of Håkan the Red.

From Skara the road continues by Handenäs, ⅝ m., and Winninga, 1 m., to

LIDKÖPING, 1 m. *Inns:* a good hotel and restaurant. This town is at the head of a deep bay at the S. end of the Wenern, where the river Lida enters the lake, and is a good fishing-station. The *Church* (1260 to 1500) is the largest in Sweden, after Upsala. The country around the town is level, while the celebrated flat mountain called *Kinnekulle* forms a beautiful object on the other side of the bay, for although but 927 ft. above the level of the sea, it appears much higher from the flat country around it. This mountain, with its abundant vegetation, its caves and its splendid views, is much resorted to in the summer by the upper classes of the Swedes, many of whom have houses and estates on and near it. The walks and rides about the mountain, which rises from the S. shore of the Wenern, are lovely, and good fishing may be had in that lake, where the salmon, trout, and jack, run to a very large size. To the N. of the town a promontory stretches for a long distance into the lake and its deeply indented shores, and the host of small islands about it afford fine wild-duck and other water-fowl shooting.

Lidköping exports corn to Gothenburg and England, and has steamboat communication with Gothenburg, Stockholm, Norrköping, and the towns around Lake Wenern.]

After leaving Sköfde the train follows the Billingen hills, along a beautiful country past *Stenstrups* station, through several deep cuttings, and over 7 bridges to

FALKÖPING Junct. Stat., 31·9 m. from Stockholm, 10·2 m. to Gothenburg. Rly. Buffet—20 minutes allowed for dinner. Table d'hôte 1½ dollar, at a very good restaurant. This station is at a short distance from the little town of that name, at the foot of *Mösseberg* hill, 844 ft. high, and like Billingen, Kinnekulle, and several others in this province, of the old Silurian formation, covered with trap. The town has 1500 inhab., and is historically known as the place where, in 1389, King Albrecht was defeated and taken prisoner by Queen Margaret. The country round about is full of antiquarian remains. Here the Southern main line branches off to Jönköping

and Malmö. The next 2 stations on the Western line, *Sörby* and *Foglavik* are passed by and traversing a bare and uninteresting country, the train reaches

Herrljunga Stat., 35·1 m. from Stockholm, 8·1 m. to Gothenburg. At this station a line branches off S. to Borås, and another N. to Wenersborg and Uddevalla. At Herrljunga a victory was gained by Sten Sture the elder, over the Danes, in 1471, after which, says tradition, the surviving lords sat down to dinner round a large flat stone, still bearing the name of *Herrebordet*—the lordly table.

Wårgårda Stat., 36·4 m. from Stockholm, 6·2 m. to Gothenburg. The station is situated at a corner of one of those bleak and sterile wastes called *Svältor* (starvations) which occur in this part of the country, produced by a senseless destruction of the forests of fir which formerly covered them. Though these are now being slowly replanted, it will take a long time before the melancholy aspect of these deserts can be changed. Proceeding onwards and passing by *Lagmansholm's* station, the country begins to look more pleasant as the train approaches the town of

ALINGSÅS Stat., 38·4 m. from Stockholm, 4·2 m. to Gothenburg. *Hotel Göteborg*, near the railway station, is considered the best for board and lodging, but there are two or three others, where carriages may also be obtained. Founded in 1611 by the burghers of Ny Lödöse, burnt out from there by the Danes. The town is prettily situated near the outlet of the Säfve river into Lake Mjörn, and has about 1800 inhab. It was formerly the centre of manufacturing industry in Sweden, through the exertions of the patriot *Jonas Ahlström*; the principal establishment here of that kind in the present day is a cotton factory. In the neighbourhood are a mineral spring with promenade, the country-seats of *Nohlhaga* and *Skafveryd*, all surrounded with fine scenery. The line from Alingsås runs through a very picturesque and diversified tract of country, between Lake Mjörn on the right and Lake Säfvelången on the left, to *Floda* station and factory, surrounded with high hills and dense woods, the Säfve river following in its crooked course down a deep valley, which is spanned by a granite bridge of 5 arches near the station of *Lerum*. Here the scenery becomes lovely along the banks of the Aspen lake to *Jonsered* station, where the S. elongation of the lake is crossed over on a wooden bridge 240 ft. long, and afterwars the River Säfve, on 5 different bridges, near the extensive cotton and other factories of Jonsered, presenting, with their Gothic chapel and beautiful surrounding scenery, one of the most interesting spots on this route. Thence, passing the last station of *Partilled*, the view opens over the valley of the Gotha river, and shortly afterwards the train halts at

GOTHENBURG *Terminus* (Sw. Göteborg) 42·6 m. from Stockholm. The whole journey by fast train occupies a little less than 12 hrs. *Inns: Göta Källare* in Södra Hamngatan, with restaurant and café, best, but second-rate; *Hotel Garni* at 1 Skeppsbron, *Blom's hotel*, Södra Hamngatan 37; *Bark's hotel*, Lilla Drottninggatan 4; *Hotel Royal*, Östra Larmgatan 8; *Hotel Carl XV.*, Köpmangatan 54, &c.; apartments from 1 rdr. to 3 rdr. per day, attendance 1 dollar. Restaurants—at the *Exchange*, at the *Freemasons' Lodge*, Södra Hamngatan 21; *Svea*, Korsgatan 10; *Lorentsberg* (only in summer). *Cafés*—the *Exchange*, the *Freemasons' Lodge*, *Simen's Café*, Torggatan; *Café du Commerce*, Skeppsbron 1. Horticultural Society's garden (only in summer). *Foreign newspapers* at Göta Källare, Bachelor's club (to which an introduction is required) and the Reading-room of the Museum. *Post-office* at the corner of Gustaf Adolf's torg and Torggatan. *Telegraph-office* in Norra Hamngatan. *Livery stables* kept by C. J. Nissen,

Kyrkogatan 58; J. Anderson, Östra Larmgatan 5; O. M. Osberg, Drottninggatan 56. *Droskas* are stationed at different places; single fare within the town 50 oe. *Omnibuses* to Masthugget and Mölndal. *Steamboats* every quarter of an hour to Klippan and intermediate places, fares 10 to 25 oe.; six times a day to Nya Warfvet, fare 30 oe.; three times a day to Långedrag, fare 35 oe., besides excursions to Känso and other places on Sundays and holidays. Gothenburg is the second city and the first commercial town of the kingdom, the see of a bishop and residence of a governor, with about 54,000 inhab., including the suburbs of *Masthugget*, *Majorna*, *Nya Warfvet*, *Haga* and *Stampen*.

Gothenburg is situated upon the estuary of the Gotha river, 5 Eng. m. from the sea, and was founded on its present site by Gustavus Adolphus in 1619, on the Dutch plan, with intersecting canals. Often ravaged by fire, it has been more and more improved by each succeeding reconstruction; of the fortifications, which confined it of old, little remains, except a few detached forts and the moat, which latter, as well as the canals, receive their water supply from the Mölndal river. Of the 20 bridges which cross the canals, *Lejonbron*, *Kämpebron*, and *Tyskabron* are the finest; the principal square is Gustaf Adolfs Torg, with a *statue* in bronze of the founder of the city, modelled by Fogelberg. This is the second cast from the model; the first, executed at Munich, was shipwrecked on Heligoland, and the salvage demanded was so exorbitant that the Gothenburgers preferred to have a new cast made. The original statue was afterwards sold for a very modest sum and erected at Bremen. The handsomest street is *Södra hamngatan*, on both sides of the great Hamn Canal. Seen from the easternmost bridge it offers a perspective unsurpassed in any town of Sweden; the movement of various craft on the broad canal, with its granite quays and stone bridges; the wide streets on each side planted with avenues of trees and bordered by rows of palace-like houses all of the same height; the great square to the rt., and the river in the background, produce together an effect of great architectural beauty. Of public buildings there are the *Cathedral*, by the western harbour, ornamented with columns of Scotch sandstone; *Christinæ*, or the *German Church*, with the tomb of Field-Marshal Rutger von Ascheberg, celebrated in the wars of Charles XI.; the *new ch.* at Haga, designed in Anglo-Gothic style by Major Edelsvärd, erected chiefly through the munificence of Mr. David Carnegie; the *English Church* in Kaserntorget, also designed by Major Edelsvärd in the pointed-arch style, and with valuable painted windows in the choir, &c. The new *Exchange* in Gustaf Adolfs torg is a handsome structure in the Italian style, fronted with 12 iron columns towards the square. The *residence* of the governor, in which Charles X. breathed his last, is near the harbour. The *New Theatre*, a very fine building, is beautifully situated in the park, which, together with the *Horticultural Society's Gardens* and a long avenue with many pretty villas, surrounds the town on the S., following the bends of the moat. The *Museum* is in Norra Hamngatan, with the usual collections, including one of industrial objects. The *Hospital*, *Arsenal*, and *Barracks* of the regiment of artillery permanently garrisoning Gothenburg, are extensive and conspicuous buildings, and many others might be mentioned.

Notwithstanding war, fire, and pestilence, Gothenburg has, owing to its excellent position, always remained a place of great commercial importance. In former times it had its East India Company, and profited by the rich herring-fishery on the coast, which has since departed. During the closing of the continental ports against England by Napoleon, it was a depôt for British colonial produce, which

Map of the
GOTHA CANAL
for Murray's Handbook.
The dotted line shows the Steamer's Course.
Canal
Railways
High Roads
Swedish Miles
English Miles
LAKE WENERN
L. WETTERN
BALTIC
SEA
Arvika
Karlstad
Christinehamn
Nora
Orebro
Kopeng
Enkoping
Upsala
Sodertelge
Askersund
Udderalla
Lidkoping
Skofde
Carlsberg
Motala
Omberg
Linkoping
Nykoping
Falkoping
Alingsas
Gothenburg
Donas
Jonkoping
Gunna
Westerwik

was thence spread all over Europe. Its trade at the present day is large and annually increasing. The staple exports are iron, steel, and deals, mostly the produce of the rich mines and vast pine-forests of Wermland, corn, and, of late, cattle to England; the imports consist of colonial goods, cotton, wool, wines, coals, &c. Many of the leading merchants are Scotch, or of Scotch extraction.

The best view is to be obtained from a rock in the beautiful *grounds of Mr. Dickson*, close to the town. Permission is kindly given by the munificent owner to visitors to inspect the villa and English gardens.

The town, though handsome, *is not* picturesque, but its situation *is*, and there are many lovely points of sight to be obtained from the rocky and sterile hills in the neighbourhood, particularly to the N. looking up the valley and river. On this side, some distance out of the city, is the *Cemetery*. The inscription at the entrance is *Tänk på döden*—Think of death. There are some delightful drives and many beautiful country seats round about: likewise several cotton, engine, and other manufactories, and a large brewery established by Mr. Carnegie, which not only supplies a great part of Sweden with bottled ale and porter, but exports considerable quantities thereof. An agreeable excursion may be made by taking a boat down the fjord to the fortress of *Elfsborg*, which guards the entrance to it, and was built in 1660.

Travellers going to Norway will do well to engage an interpreter or servant at Gothenburg, who can speak English, Norwegian, and Swedish, as it is difficult to obtain such at Christiania.

About 20 Eng. m. N.W. of Gothenburg, upon a small island, is the ancient town of MARSTRAND, formerly a place carrying on a considerable trade, but frequently suffering from the vicissitudes of war; now a fashionable bathing-place in the months of July and August, during which time steamers go there daily from Gothenburg. The town has about 1250 inhab., several merchant-vessels, and a good harbour, protected by the strong fortress of *Carlsten*. Another bathing-place in vogue here is *Särö*. There are steamers to this and various other places near Gothenburg, as well as to all the towns on the W. coast, round the Lake Wenern, and on the Gotha Canal to Stockholm. For steamers to foreign ports see Rtes. 62, 63, and 64. Fast trains to Stockholm and Malmö daily.

ROUTE 66.

STOCKHOLM TO GOTHENBURG, BY THE GOTHA CANAL. LAKES MÄLAR, WETTERN AND WENERN. THE FALLS OF TRÖLLHÄTTEN.

This is one of the most picturesque routes in Sweden, and will well repay the traveller, and should certainly not be omitted. It occupies 2½ days from Stockholm to Gothenburg, and costs 25 rdr., food not included. The distance can be run in one day by the rly. if necessary. The steamers start from the Riddarholmen Quay every Tuesday and Friday at 5 P.M., and travel day and night, unless delayed by fogs or thick weather. They are small and short, but very comfortable. As the number of cabins is very limited, tickets should be taken at the office on the Quay close by the place where the boats lie, some days beforehand. The food on board is very good, and all paid

for by the carte. 2 dollars will be enough to give the waitress, and the same amount the stewardess at the end of the journey. One of the officers of the ship is sure to speak some English.

Although the Gotha Canal is different in character from any other work of like description, yet the traveller will often be reminded of the Caledonian Canal in Scotland, with this difference, that while 3 or 4 locks are sometimes grouped together in the latter, this number is often increased to 8 in the former, giving the steamer the appearance of mounting up enormous stairs.

The boats have been much improved both in speed and arrangements. Beneath the long poop are 10 cabins, 5 on each side of the vessel, and opening into a passage between them, which runs fore and aft. Each cabin is completely separate from the others, has one berth on either side it, these in the daytime are converted into sofas, a small table, and a sliding window in the sides of the ship. These berths are very comfortable. Beds are also made up in the saloon, which is in the fore part of the vessel; a wretched dormitory. The steward's bill for 3 meals averages about 2 d. *b.* a day.

Except when prevented by darkness or fog, these steamers proceed day and night upon their voyage, stopping only at the various towns and places on their way, to land and take in goods and passengers, and also to obtain fresh supplies of wood. In many parts the navigation is so intricate and difficult that the greatest caution is requisite, and the vessels in such places proceed very slowly. There are also 74 locks to be passed, which occasion a great delay in the voyage, particularly in the latter portion of it, from the number of vessels waiting to pass. These delays, however, enable the passengers to take delightful walks and explore the lovely scenery about some of the locks.

There are 7 portions of canal which serve to unite the various lakes in the S. of Sweden, and thus forming a continuous waterway across the country, affording an outlet to the Baltic and the North Sea for its various productions, and escaping the expense and delay of passing the Sound. Of the entire distance of 370 E. m. between Stockholm and Gothenburg, only about 50 are canal, and the same distance along the coast of the Baltic; the remaining 270 being through lakes, bays, and rivers, the scenery in many parts being of the most pleasing character. The canal has 10 feet of water: it is 48 feet wide at the bottom, and 90 on the surface.

Plans of connecting the Baltic with the open sea near Gothenburg by canal were devised many years before they were carried out. In 1516, Bishop Brask proposed to connect Lake Wettern with the Baltic, and Gustav I. thought seriously of connecting the Wenern and Wettern. Charles IX., however, was the first to commence the undertaking: he opened a part called "Carls Graf," to avoid the upper falls on the Gohta River. In the reign of Gustavus Adolphus, the locks at Lilla Edet were made, and a commencement was made of the "Hjelmare Canal," but it was not completed till 1701. The famous Swedenborg drew Charles XII.'s attention to the undertaking in 1716. But on that king's death 3 years afterwards the works again languished, and it was not till 1742 that they were renewed, and continued slowly under the direction of *Wiman*, the engineer of the Sala silver-mines. At a later period surveys of a line between the Wenern and the Baltic were taken under the direction of Daniel Thunberg, and in 1793 a company was formed for making the Trollhättan Canal, after a plan of the engineer, Eric Nordevall. This was opened in 1800, and improved and widened, under the direction of Colonel N. Eriksson, to similar dimensions

with the rest of the Gotha Canal between 1836 and 1844.

At the beginning of the present century the *Baron Baltzar von Platen* was placed at the head of the undertaking, and he may be said to be the founder of the Gohta Canal as it now exists. In 1808 he summoned to his aid the famous English engineer *Thomas Telford*, and in 20 days the whole line was marked out, over nearly the same line as that contemplated by Daniel Thunberg. The work was prosecuted all through the disastrous period of 1809–10, when Finland was taken from Sweden, and in spite of the opposition of many, who stated that the canal would be the grave which would swallow up all Sweden's resources. In 1822, Platen had the satisfaction of seeing the West Gotha Canal opened for traffic. And in 1832 the two Swedish seas were at length connected, but Platen did not live to see the completion of the entire work. He died in 1829. The works were chiefly carried on by the army; the whole cost of the canal, as finally carried out, amounted to 9,142,231 r. d. b.

The voyage commences upon

The *Mälar Lake.*

This lovely water is about 75 Eng. m. in length. Its width varies very much, and the arms are numerous, intersecting the adjoining country in all directions. Of islands of all sizes there are no less than 1400, and numbers of them exquisitely beautiful. Months might be passed in exploring the Mälar and the abundant remains of primeval forest, with which its banks and islands are covered. Game is said to be abundant and the fishing in the lake and its tributaries is well spoken of.

The view of Stockholm from the Mälar, though fine, is not to be compared to that which is obtained on approaching it from the Baltic. The beauties of the Mälar may be said to commence from Stockholm. Villas are frequent upon its banks and islands. At first the boats and barges are very numerous, but these are soon left behind as the steamer enters amongst the islands where eternal silence appears to reign, and at times no vestige of a human being or habitation is to be seen, until, upon turning the point of some sequestered nook, a villa or little farm, nestled amongst the trees, and surrounded by patches of fine pasture, prove that the solitude is not so great as it appears to be.

On a mass of rock projecting into the lake, an ancient iron hat may be seen as the steamer passes it. Tradition tells that it marks the spot where in olden times a king of Sweden was beset, and singly faced his pursuers. At length overwhelmed by numbers, and this same hat torn from him in the struggle, by a last effort he smote his foremost assailant to the earth, plunged into the lake, and escaped.

After continuing about 20 Eng. m. down the lake a promontory is rounded, and the most southerly branch is entered which terminates at

Södertelje, an ancient inland town, situated on a point intersected by the canal between the Mälar and a bay of the Baltic that runs far up into the country. The cutting of this canal was commenced as early as 1435, by Engelbrekt, but the works were soon stopped. The canal was recommenced in 1780, and completed in 1819. It is said that no canal of a similar length has such enormous banks, upwards of 100 ft. high, which combine to form a beautiful picture, fringed as they are at their summit by trees. The steamer winds its way along till it reaches the small Maren Lake.

If the biscuits offered for sale as the boat stops at the Quay at Södertelje are the best in the town, the sooner the manufacture is altered the better.

The price of wood has increased so

much in the south of Sweden, that coal has taken its place in all the steamers.

Soon after emerging from the Södertelje canal, the Island of Mörkö is seen on the right, upon which rises the Castle of Hörmingsholen. This estate is one of the largest in Sweden, and the castle was extensively fortified in former days; from one of its windows fell the renowned military commander of the Thirty Years' War, John Banér, when only 8 years of age, —the fall was 38 ft., but his life was miraculously saved.

The steamer follows this arm of the Baltic, passing through numberless islands and rocks until it reaches the open sea, across a bay of which it takes 2 hrs. to steam. Two routes will be found marked on the map, the longer and inner one is taken only in rough weather. Should the evening be foggy, or the night very dark, the steamer anchors till daylight in consequence of the difficult navigation caused by the numberless rocks; some of these passages seem so narrow, that a walking-stick from the cabin-windows could almost touch the rocks on both sides. The open sea is left at the entrance of Slatbacken to enjoy the beautiful scenery of which the traveller must rise very early; this fiord terminates at the village of Mem. We notice the water very turbid and muddy as we enter the canal.

From Söderköping the canal proceeds through several locks past the village of Klefva, on through Wenneberga bridge, and the key sluice Klämman (jammed), which derives its name from the canal being there confined between two mountains and out into the Lake Asplången. Wenneberga bridge, just named, presents one of the most picturesque views on the route. The canal is dug here through the sloping ledge of a mountain running close to the margin of a steep declivity, at the bottom of which the narrow line of a dark-blue stream is seen winding between bushes and leafy wood.

The locks between Mariehof and Wenneberga compose the 1st ladder of importance we meet with in the ascent of the Eastern Canal. The total rise is not less than 64 ft. The formation of the whole tract about Wenneberga seems to show that a considerable volume of water has flowed there, of which the little stream that runs to Söderköping is a dying remnant. The country is very undulating, hills both high and low, rise in every direction like little islands from the level plain. The lake of Asplången is 10 m. long and very narrow, at Hulta we enter the canal again, which continues its course for 4½ m. to Norsholm, where the Lake Roxen commences.

At this point the high road to Norrköping crosses the canal, which town can be reached in about an hour's drive. This is the Manchester of Sweden, is well built, has a good harbour, with a handsome iron bridge over the river. The machinery is principally worked by the river Motala, which dashes through the town.

There is a rly. to Kathrineholm Junction, a station on the Line between Stockholm and Gothenberg or Malmö—so that the journey can be broken if desirable.

At the entrance to the Roxen upon the N. is the estate of Norsholm. It is interesting, as having belonged to the celebrated Bishop *Hans Brask*, who is said to have originated the design of constructing the Gotha Canal.

The lake is 109 feet above the sea-level. It is 2½ miles long by 1 broad. It receives three large feeders, the Motala, Svartån, and Ståugån, but has only one river running out of it.

The steamer runs nearly the whole length of the Roxen, passing the town of LINKÖPING, which is seen in the distance upon the S. Upon the N.W. of the lake is the fine mansion which formerly belonged to the Counts Douglas, who had a large estate there. This branch of the celebrated Scotch family emigrated to Sweden during Cromwell's time, and hold a most dis-

tinguished place in the annals of their adopted country, a place which they have earned by their services in the field, as well as in the cabinet. The banks of this fine lake are wooded to the water's edge.

On the W. side of the Roxen a series of 11 locks is passed on entering the the *Ost Göta Canal*, which is here carried up the face of a hill 70 feet above the level of the Roxen, and terminates in the Wettern Lake. The first 7 locks open into each other from the margin of the lake; the remaining 4 are at short distances apart. Observe the views, as well from the shores of the lake as from the high ground at the 7th lock; they are amongst the loveliest in the S. of Sweden, the noble masses of wood and water extending as far as the eye can range. The oak becomes most abundant and very fine here. The steamer always takes about 1½ hour to pass the locks, which gives ample time for visiting the Conventual Church, called *Vretaklosier*. It is highly interesting, and not more than 10 minutes' walk from the locks on the S. of them. The church is in the Gothic style, and was founded in 1128, by Inge II., one of the three kings of Sweden who are buried in it. It is in the form of the Latin cross, and the chapels which have been constructed at the sides, as places of sepulture, render the exterior more picturesque. The two first chapels from the altar, on the S. side, contain the tombs of the kings—a third on the same side is filled with those of the Douglas family, and rich emblazonments of their arms, amongst which the "bloody heart" is conspicuous. In one corner of the chapel are a number of Austrian standards taken by "the Douglass" during the Thirty Years' War. On the north side is the vestry, which contains the tombs of several abbesses and other distinguished members of the establishment in former days. Adjoining the vestry is the Conventual Prison or Cell, now forming an entrance to the church. Observe the very antique font, the carved pulpit, and the tombs in the churchyard. The person who keeps the keys is generally to be found at the church upon the arrival of the boat, for which he looks out.

This portion of the canal terminates in the small lake of *Boren*, which is 243 feet above the sea-level.

About midway on a promontory on the S. side of this lake, is the fine château of *Ulfasa*, belonging to the Stjerneld family; and most picturesquely situated. There is a libraryhereof upwards of 5000 volumes, and the gardens and grounds have been laid out at great expense. This place is celebrated as being the cradle of the maternal branch of the Brahe family. The neighbouring church of Egbyborna is interesting.

The Borenhult sluices commence immediately after passing the Boren. They form the ascent to the level Motala line of canal, and consist of 5 locks in close succession, by means of which a rise of 51 feet over the surface of the Boren is effected. They form one of the finest parts of the canal works—its banks overgrown with trees and saplings, which the steamer has almost to push on one side as she continues her course. From the upper lock there is a glorious retrospective prospect over the beautiful Boren and its smiling shores, wooded alternately with birch and pine, between which fruitful corn-fields and verdant meadows shine forth at intervals.

On the bank (northern) of the canal, halfway between Borenshult and Motala, in a little enticing grove, is the grave of B. B. von Platen, the ingenious founder of the canal. The place is enclosed by iron rails, and shaded by elms and poplars. The master could not have a more appropriate resting-place than here by the side of his great work; a flat slab of marble, with the inscription B. B. von Platen, is the simple memorial to cover his remains; his monument runs by at his side.

* MOTALA, where all the steamers call. This place is fast rising into importance, in consequence of the large iron foundries and manufactories established here. They were established originally for the manufacture of the iron implements, &c., required in making the canal, under the management of an Englishman of the name of Fraser. The boat usually stops long enough to enable the passengers to see the place, but great care should be taken, upon every occasion of leaving the vessel, to ascertain from the captain himself the exact time of departure, as instances have occurred of passengers being left behind. The largest iron foundries and manufactories in Sweden are at Motala. Iron steamers, steam-engines, rolling-mills, &c., are made here. Great efforts are made by the Government to improve the various native manufactures, for which object about 30,000 d. banco are annually expended. Intelligent young men have been sent to England and Germany to learn the most improved methods of manufacturing cutlery, with a view of improving that trade in Sweden. At present almost all the best cutlery used there is of British manufacture; which is twice as good, and 30 per cent. cheaper than the Swedish. The best native cutlery is produced at Eskilstuna, a small town on the S. of the Mälar Lake. The ruins of the fortifications at Motala are the remains of the works erected in 1567 to resist the passage of the Danes. And upon the S. bank of the canal near here is buried Admiral Von Platen

"Vid de böljor, sjelf han diktat.
Vid den strand, han sjelf har byggt."

The country around Motala is beautiful; a short time might be delightfully passed here in exploring it, particularly along the E. shore of the Wettern. The small *Inn* is well spoken of, and there is good shooting and fishing to be had. The trout in the Wettern attain a very great size.

The Wettern Lake.

The boat crosses this lake late in the afternoon; the latter is sadly addicted to sudden squalls, raising up nasty chopping seas. In some parts it is very deep, reaching soundings of 300 feet, and full of currents; the water is like that of a clear spring. These inland lakes are so vast that land at times is nowhere visible.

Shortly after leaving Motala the town of *Wadstena* rises up on the left; the steamer is piloted cleverly into a very small harbour close to its celebrated Castle, which is one of the most beautiful Gothic buildings in Sweden. It is surrounded by walls, towers, and moats, and has a most imposing appearance. Internally, however, it does not harmonize with its proud exterior, and its spacious halls are now only employed as magazines for corn. The castle was built in 1545 by Gustavus Wasa, but for him and his family it was only connected with sorrowful associations. The Duke Magnus, who inherited this castle by the will of his father, passed many years here in a state of insanity, during which, on one occasion fancying he saw a beautiful mermaid beckoning him, he cast himself from a window of the second floor into the moat, but was saved by a faithful servant.

Duke Carl took *Wadstena Castle* by storm; it was very much battered, but afterwards restored by John III. Queen Eleonora made a grant of the castle for the purpose of establishing a foundation of noble spinsters, but the lovely virgins have never yet taken possession of their home.

Beautiful lace is here offered for sale, but it is not too cheap.

The steamer now steers straight across the Wettern to Wanäs Point, where it arrives about 10 p.m. Here we have before us the Fortress of Carlsborg, commenced in 1820 to defend the entrance of the canal. The main walls follow Wanäs Point, and

form an oval polygon. Seven portals pierce the fortifications, which entirely cover the wild and wooded Point. Darkness will prevent the traveller from seeing the beautiful waters of the Viken, and the West Gotha Canal, and the constant succession of locks, with the boat grinding against their sides, together with the gurgling of the water as it rushes in, is not conducive to sleep.

The *Lake Wiken* is soon reached, 398 feet above the level of the sea; it is of the greatest importance to the canal, forming as it does the reservoir upon which the supply of water for the whole of the western line depends. There are 19 locks from the key sluice at Tåtorp to the Wenern.

At *Pävetstorp* we pass the highest point of the canal, where there is an obelisk to the memory of Charles XIII. Soon after we arrive at Torboda, where there is a railway station on the main line, and here the journey to Gothenburg, Stockholm, or Copenhagen may be broken. At Norquam there are 2 sluices, with a descent of 20 ft., and between these is situated the greatest aqueduct on the Gotha Canal. A brook is led through 4 arches under its bed.

At *Sjortorp*, where the canal enters Lake Wenern, the scenery is very beautiful. It is a busy place, with its dry docks, harbours, basins, and jetties.

Beyond the town of Mariestad is seen the mountain of Kinnekulle, 927 ft. high, crowned with pine-forests and studded with villages and churches.

Upon Kallandsö is seen the *Leckö Slott* or palace. It is now used as a prison.

The best part of the day is occupied in running down this enormous lake (Wenern), at times almost out of sight of the shore.

The town of *Wenersborg* is the residence of the Governor of the Province of Elfsborg. It was formerly fortified, and has several times been sacked and plundered by the Danes and Norwegians. In 1834 the town was destroyed by fire, which spared only the Governor's mansion and the church. The new built town is regular and ornamental, and a pretty pier acts as a breakwater to the waves of the angry Wenern. It is connected with Dalsland by a drawbridge and pier called Dalbobron, which is more than 300 fathoms in length.

The mountains of *Halleberget* and *Hunneberget* upon the bank of the Wenern E. of the town, are interesting from the peculiarity of their formations, as well as for their extensive forests, numerous small lakes, and the tombs and other antiquities in their neighbourhood.

On leaving Wenersborg the steamer's course is not direct down the Gotha river to the left, but into the little bay of Wassbotten to the right, and on to the Charles Canal, cut during the reign of Charles IX. to avoid several minor preludes to the Falls of Trollhätten that interrupt the passage of the first part of the river.

The scenery is mostly flat and uninteresting till arriving at the *Falls of Trollhättan*, where there is an hotel facing the water, and close to the landing-place of the steamers.

It is a large and commodious building; charges moderate, attendance and food very good.

Those who can spare the time will do well to remain there a few days thoroughly to explore the beauties of this part of the river. Mr. Lloyd, the well-known sportsman and author of 'Field Sports in the North of Europe,' resides a short distance up the stream.

There is a large village here and extensive saw-mills close upon the finest portion of the first fall, all which detract from the wildness and picturesque effect of the scenery. The falls are 7 in number, altogether 112 feet in height. The names are *Gullö* fall, *Toppö*, *Stampeström*, 3 called *Helvetes*, and *Flottbergström*. Toppö fall is the highest, 44 feet. But they are in fact magnificent cataracts

rather than falls, and those who visit them after seeing some of the grand waterfalls of Norway, will perhaps consider they have been somewhat overrated. One of the great beauties here is the vast body of water always in the river. Upon the brink of the first fall it is divided by a small rocky island covered with firs, and the view of the dark waving line of the water just there, ere it rushes down over the rocks below, is one of the finest points of sight. From the platform at the back of the saw-mill, next the fall, is the best spot to see it. Two fatal accidents which have occurred here prove that it is certain death to go down this fearful stream. The last instance was that of a man who in crossing the river in a boat was carried over. Several persons saw the accident, and as he reached the brink he coolly stood up and waved his hat—in an instant after he was dashed to pieces amidst the rocks and whirlpools below.

Lower down the river, but nearly on a level with the summit of the falls, is a curious excavation in the hard solid rock, nearly in the form of a hemisphere, on the sides of which are written, in large coarse characters, the names of a great number of Swedish monarchs and distinguished persons who have come hither to behold the wonders of Trollhättan. It is at present high above the bed of the Gotha river, nor can one readily understand how the water, by whose agency alone such a gradually curving surface could have been produced, ever ran in this direction, unless this point has formed at some remote period a portion of the channel of the cataract before it hollowed out its present rocky bed.

Near this spot and from another small island in the bed of the river which is reached by a bridge, the finest general views of the falls are obtained. A toll of 8 sk. is payable for a ticket to cross this bridge. None of the falls are of great height, and soon after passing the second island the river forms a succession of fine rapids for about an Eng. mile, and then flows tranquilly onwards. The banks of the stream are very rocky and precipitous, and on the W. side covered with trees wherever there is room for their roots to cling.

The fishing in the river is very poor.

The canal here is the most stupendous work upon the whole voyage; including a small lake which has been taken advantage of, its length is about half a mile, most of which has been blasted out of the solid rock. The difference of level between the highest part of the canal at Trollhättan and the point where it joins the river below the falls, is about 120 E. feet; there are 9 locks to be passed, which usually occupy upwards of two hours, affording the passengers sufficient time to see the falls. Immediately adjoining the river there is a double line of locks, those originally constructed having been found too small for the steamers and increased traffic on the line. Omit not to see the lovely views from the cliffs near the locks, and from whence the engineering difficulties which have been overcome can be best appreciated. From thence all the way up to the falls, which may be heard thundering in the distance, the ground inclosed between the canal and river is highly picturesque. There are several pretty villas, saw-mills, &c., in the pine-wood which runs along the margin of the canal, and the walks in this wood lead to some beautiful spots on the banks of the river, which there rushes along its rocky bed 100 feet below.

After passing the locks at Trollhättan, the steamer again enters the Gotha river, which is thenceforth very picturesque all the way to Gottenburg, although widely different in character. For some miles below the locks the banks remain rocky and precipitous, with beautiful mosses, lichens, heaths, and pine-trees clinging about them.

†* *Lilla Edèt* is a large village, with several good houses and shops, about 2 m. below Trollhättan, and there is a comfortable *Inn*, close to the fine fall which the river makes here. Some years since, 12 or 13 persons crossing the river above this fall, from the negligence of the ferryman, were swept into the torrent, and every soul perished. The fishing is usually better than up the stream, where it is being constantly poached. The country around is also very lovely.

On passing the last locks below Lilla Edet, the banks become less wild, and the river soon flows tranquilly through a rich plain, with low, but very abrupt, hills at intervals. The banks are covered with enormous beds of rushes, which afford shelter to quantities of wild fowl. The flapper-shooting here is said to be excellent. The very fine and extensive ruins of the old castle of *Bohus* are passed on the W., when the river divides, and a large branch, flowing past Bohus and the small town of Kongelf, enters the sea by the Elve Fjord. From where the river separates to Gothenberg is 1½ Sw. mile; the character of the scenery remains the same as that about Bohus; the upper portion of Gothenburg is seen a long distance before reaching it. The steamer is laid alongside the quay, and porters are in attendance, whose charges are paid by tariff. The captain sends the passengers' *passports* to the police office.

Gothenburg (see Rte. 65).

NOTE.—In this description of the Gotha Canal I have been much assisted by a Swedish account of it published in Stockholm. Corrections have, however, been made from my personal observations. A. H. H.

ROUTE 67.

STOCKHOLM TO CHRISTIANIA, BY CARLSTAD AND ARVIKA—RAIL.

Trains in about 18 hours.

The most direct and convenient route, now almost exclusively used, is by rly., following the Western main line, to Gothenburg, as far as Laxå (Rte. 65), where the North-western main line branches off to the Norwegian frontier and Christiania.

From Stockholm to Laxå Junct. Stat. see Rte. 65.

Here the main line branches off to Wermland and Norway, on which are the following stations:—

Hasselfors, 1 m. from Laxå.
Svartå, 2 m. from Laxå.
Degerfors, 3·2 m. from Laxå.
Björneborg, 4·5 m. from Laxå.

CHRISTINEHAMN, 5·6 m. from Laxå (*Inn:* Societätshuset), which town is reached in 7¾ hrs. from Stockholm. It has about 3600 inhab., and is chiefly remarkable for the great *Fasting* fair held here in the middle of March, at at which the iron-masters and timber producers of Wermland and Nericia make their contracts with the Gothenburg merchants. The rly. has been opened to the W. of this town, traversing a country generally flat, but exhibiting some of the best specimens of Swedish farming, by *Ölme*, *Wäse*, and *Skatkärr* Stats. to

CARLSTAD Stat. (*Inn:* Gästgïfraregarden.—This is the chief town of Wermland, the residence of the governor, and the seat of a bishopric. Pop. about 5400. Iron, timber, and grain are the staples of export. In

1865 the town was almost entirely burnt down, but is built up again in an improved style, and when the N. W. railway is completed, will, no doubt, become more important than ever. Greak *Fair* in July (Sersmessan. It is situated on the large island of Tingvalla, formed by the mouths of the Clar river, at the head of the Wenern lake, and, during open water, has regular communication by steamers with the various towns on the shores of that lake, as well as through the Gotha canal, with Stockholm and Gothenburg.

The drives and walks in the neighbourhood of the town are numerous and very pleasing, amidst the vast pine forests, which border the lake and river. Those who are fond of *fishing and shooting* will find this town a good place for both. "Most of the birds common to the northern forests are found in the vicinity and amongst the reed-beds in the numerous inlets of the Wenern, wild ducks are plentiful, as well as snipes. Excellent angling is also to be had in Wenern." —*Lloyd*, 'Field Sports in the North.' Salmon, pike, trout, &c., attain a large size here. Salmon also abound in the Clar river, but will rarely take either fly or other bait. The scenery of the upper part of the Clar river is highly picturesque; it abounds in fine cataracts and rapids, and a road leads up its left bank, throughout the whole extent of the valley, towards Röraas in Norway. A very long distance in the same direction may be accomplished by taking steamer from Carlstad up the river as far as *Lychan*, thence proceeding by rail a short distance to *Frykstad*, and further by steamer up the 10 m. course of the Tryken lakes to Thorsby at their upper end, a journey occupying altogether some 8 or 9 hrs.

The interior of Wermland is rich in similar communications, both natural and artificial. Between Christinehamn and the loading-place of *Sjöändan* on the Bergsjö lake is a railway 1 m. long. This lake, by a navigable river, communicates with the Ullvettern, Frövettern, and Alkvettern lakes, which latter, through the River Tims, flows into lake Möckeln, to the S.E. The latter also receives the River Svart, draining a number of lakes to the N., and empties itself by the River Let, to the S., into the great lake of Skagern, which through the Gullspång river joins Wenern, some miles S. of Christinehamn. Ullvettern communicates to the N. with lake Öjevettern, this by a canal with Lake Aspen, and this by another canal with Lake Daglösen, at the N. end of which is the town of PHILIPSTAD, 2200 inhab. (*Inn*: Gastgifvareganden), beautifully situated on a river, navigable still further N. as far as the Lersjö lake, and in the neighbourhood of the great ironmines of Taberg, Pehrsberg, &c. To the N.E. again, Öjevettern is connected by a short tramway with the Östersjön lake; this by another tramway with Lake Yngen, from which a tramway leads W. to Philipstad, another N. to Lake Långban, and another E. to the Saxen lake. In this manner the innumerable mines, foundries, forges, farms, and forests, by which these lakes are surrounded, have easy means of communication with each other, as well as with Wenern, and through that lake and the River Gotha, with the North Sea. The scenery is generally very picturesque along these routes, by making use of which the tourist, if not afraid to rough it a little, may explore large tracts of country in the mining districts of E. Wermland and W. Nericia; and the sportsman will find much good shooting and fishing. A steamer runs in summer between Sjöändan and Philipstad, and from thence a road leads N. through much wild country, and skirting the immense forests between the Clar and W. Dal rivers, mentioned in Rte. 74, about 10 m. to *Næs*, between Jerna and Floda on the road to Falun (see Rte. 74). To the S.W., the high road from Philipstad goes by Brattsfors,

1 m.; Uppperud, 2 m.; and Prestgården, $1\frac{3}{4}$ m.; to Carlstad, $1\frac{1}{4}$ m.

A mail-coach leaves Carlstad daily, until this section of the N.W. rly. shall be completed, for

Illberg, $1\frac{3}{4}$ m.

†*Prestbohl*, 1 m.

Högboda, $1\frac{1}{2}$ m.

Finnebäck, $1\frac{1}{16}$ m.

Lerohl, $1\frac{1}{16}$ m., and after a journey occupying about $10\frac{1}{2}$ hrs. arrives at

†*Arvika*, $1\frac{1}{2}$ m. A market-town with 900 inhab., situated at the upper end of the Glafsfjord, which by the By river and *Seffle* canal communicates with the Lake Wenern, and along which steamers proceed, four times a week, to Åmål and Gothenberg. In the neighbourhood are the fine and well-built estates of *Wik*, *Skönvik*, and *Sund*, together with numerous iron and glass-works, &c. Here the N.W. rly. at present recommences, trains leaving Arvika daily for

Ottebol, 0·9 m. from Arvika.

Åmot, 1·9 m. from Arvika.

Charlottenberg Stat., 3·2 m. from Arvika. This is the last station on the Swedish side. Hence the rly. continues across the Norwegian frontier to

KONGSVINGER and

CHRISTIANIA Stat., where the train arrives in about 7 hrs. from Arvika. (See *Handbook for Norway.*)

ROUTE 68.

STOCKHOLM TO MALMÖ BY JÖNKÖPING, WEXIÖ, CHRISTIANSTAD, YSTAD, HELSINGBORG, AND LUND.

The whole of this distance, $67\frac{1}{2}$ m. ($447\frac{1}{2}$ Eng.), is travelled by rail. The train from Stockholm follows the western line as far as Falköping (see Rte. 65), where it is joined by the train from Gothenburg, and jointly they proceed along the southern main line, through the remainder of West Gothland and the provinces of Småland and Skåne. The country at the commencement is very flat, but after passing by *Wartofta* and *Sandhem's* stats., the scenery improves for a short distance, and several country-seats are seen to the l., as the rly. continues to and across the little Lake Stråken, the shores of which are pretty. Again the country becomes flat until the train approaches the station of

Mullsjö, 35·5 m. from Stockholm, 32 m. to Malmö, prettily situated by a small lake. After passing the next stat., *Habo*, the rly. approaches the S. end of the Wettern, over which, to the island of Wisingsö and the coast of East Gothland beyond, fine views are now and then obtained. Midway on this stage is the curious old ch. of Habo, built of wood, with 3 naves, 2 vestries, and galleries like rows in a theatre. The walls inside exhibit some grotesque paintings from biblical history. Over the Dumme å, or river, the line passes into Småland, on an embankment 60 ft. high, and shortly after enters Bankeryd Forest; then passes over Djupedal, a deep ravine extending down to the Wettern, which is still seen on the l., when the view is not obstructed by cuttings through

hills and rocks, of which there are many, until the train stops at

JÖNKÖPING, 38·4 m. from Stockholm, 29·1 m. to Malmö, at the S. extremity of Lake Wettern, with a harbour and lighthouse, a large trade in corn, iron, and wood, several manufactories, including an extensive establishment for the fabrication of lucifer-matches, the neat and cheap little boxes of which are met with almost all over England and France. The town has a very central position in the S. of Sweden, and counts about 10,000 inhab.; is the residence of the governor of one of the three shires or districts into which the province of Småland is divided, and the seat of the Superior Court of Justice of Gotha, which holds its sittings in a fine old court-house, where there is a queer little juridical museum. Amongst other buildings of note, besides the ch. and ruins of an old castle, the most prominent is the new *Hotel*, charges very moderate, large, commodious, and well kept. Travellers are obliged to stop all night here en route for Stockholm. It is a comfortable place to stop at, for any one who wishes to make excursions on the Wettern and in the neighbourhood, or enjoy some good fishing and shooting. Besides being one of the principal stations on the southern railway, Jönköping has ready means of communication in various directions. *Steamers* by way of Grenna, Hästholmen, Wadstena, and Motala on the lake, to Stockholm; also to the same places on the lake, including Hjo and Askersund. *Mail*, *coaches* 3 times a week along the valley of the Nissa river, by the posting-stations of Jära, 1¾ m.; Unnaryd, 2 m.; Örreryd, 1¼ m.; Norrlida, 1½ m.; Gislaved, 1 m.; Kappeled, 1¼ m.; †Bolaryd, 1⅛ m.; Nissaryd, 1½ m.; Sjögard, 1½ m.; and Drahered, 1⅜ m.; to Halmstad, 2 m., on the Cattegat (see Rte. 69); also 3 times a week by the valley of the Laga River, and the posting-stats. of Barnarp, 1 m.; Byarum, 2 m.; Skilingaryd, 1¼ m., and Klefshult, 1 m.; to the market-town of *Wernamo*, 2 m.; and thence by Bohr, 1 m., Nederled, 2 m., and Hösjö, 1¾ m., to Moheda, $\frac{5}{16}$ m., rly. stat. Both these routes pass through much wild and picturesque scenery. For the roads to Grenna and Ulricehamn, see Rte. 78.

The situation of Jönköping is very pleasing. In its environs are *Marieda'l's* mineral spring and several country-seats, two little lakes, on one of which, the Munksjön, is *Stora Limugnen*, the summer promenade of the town, with a restaurant, in a beautiful spot at the foot of *Dunkehallar* heights, and presenting a charming view of the town, the lakes, and all along the eastern valley, with its little bays and groves of trees. Well worth seeing, also, is *Munksjö* paper-mill on the same lake, and the manufactory of matches. On leaving Jönköping the train passes N. of the town, on a high embankment of enormous strength, to withstand the angry waves of the Wettern, when beating against it under the lash of a northern gale. Towards the S. rises the mountain of *Taberg*, 1129 ft. high; gneiss, seamed with magnetic iron-ore, yielding as much as 32½ per cent. metal. Farther on, in a deep dell on the l., may be caught a glimpse of *Husqvarna* musket-factory, formerly belonging to the crown, but now private property, situated by a little river of the same name, which here makes a fall of 70 ft. Through a picturesque but difficult country the line leads on to the next station,

Tenhult, 40 m. from Stockholm, 27·5 m. to Malmö, close to which is seen a monument, with an inscription to the effect that "on the 10th of February, 1611, the country people of Tveta Hundred, led on by the forester Michael, of Tenby, defeated a Danish army at this place." Between lakes, churches, and farms, the train progresses eastward, past *Forserum* stat., to that of

Näsasjö, 42·5 m. from Stockholm, 25 m. to Malmö. This is the highest rly. stat. in Sweden, 1044 ft. above the sea.

It is to be the junction with the eastern main line, which as yet is only completed to Norrköping (see Rte. 69). From Nässjö is a mail-coach route, goes by Broarp, 1⅜ m., to EKSJÖ, ¾ m., an inland town with about 2000 inhab., near to which is a remarkable fissure in the ground, 20 ft. wide and 128 ft. deep. The coach proceeds from Eksjö, by Ekeberg, 1 m., Ingatorp, 2 m., and Rödkulla, 1½ m., to WIMMERBY, 1¾ m., another inland town of some 2000 inhab., the centre of many agricultural estates and ironworks; thence by Ödestorp, ⅞ m., Grönhult, 1 13/16 m., and Kårby, 1⅜ m., to Westervik, 1¾ m., on the Baltic (see Rte. 69).

At Nässjö the rly. turns southward, by the château of *Ingarpsberg*, on the rt., between the lakes of Runneryd and Ingberg, and into the Småland highlands, the train passing the stat. of *Sandsjö*, and stopping at

Säfsjö, 45·2 m. from Stockholm, 22·3 m. to Malmö, on the lands of *Eksesjö Hofgård*, where Svante Sture resided before he became administrator, and after him many notabilities, belonging to the Lewenhaupt, Wrede, Lillie, De la Gardie, and other families. Further on is the stat. of

Stockaryd, 46·2 m. from Stockholm, 21·3 m. to Malmö, near Stockaryd's old ch., with paintings on roof and walls like those at Habo. *Toranäs*, *Spexhult*, *Prinsnäs*, *Prinsfors*, *Säfsjö*, *Örsbyholm*, and *Lamhult*, are country-seats seen on the way from Näsjö. The train now passes by the stat. of *Lamhult*, and through a desolate district of bogs and woods, but rich in antiquarian remains, to

Moheda, 49·5 m. from Stockholm, 18 m. to Malmö, from whence there is communication by coach with Wernamo and Jönköping (see above). About here are several lakes, the bottoms of which yield large quantities of bog-iron. In passing one of these, the Dansjö, which appears behind *Gåfvetorp Agricultural Institute*, a huge cairn is observed on the opposite bank, which is connected with an old tradition of *Blenda*, at the head of the women of Wärend Hundred, having destroyed a Danish army which, during the absence of the men, had invaded the country. In recognition of this service, the king on his return conferred on the women of Wärend the privilege of inheriting equal shares with their brothers. The time of this occurrence is too remote for its truth to be vouched for by history, but certain it is that of all women in Sweden those of Wärend only, by ancient usage, took equal shares in patrimony with the men, until the late King Oscar extended this privilege to all the country. The train next stops at

Alfvesta, 50·6 m. from Stockholm, 16·9 m. to Malmö, where 15 minutes are allowed for refreshments. From hence a branch line, 1·7 m. long, diverges eastward to

WEXIÖ, the only town in the shire of Kronoberg, and residence of its governor and a bishop, with about 3500 inhab., situated on the S. branch of the romantic Helga Lake. Anciently a place of pagan sacrifices, St. Sigfrid, the apostle of Wärend, caused a ch. to be built here, around which gradually rose a town. Ten times burnt down in the course of five centuries, Wexiö now presents the appearance of a modern town, almost entirely rebuilt since 1843. The cathedral, restored by Professor Brunius, somewhat in the whitewash style, is 160 ft. long by 103 ft. broad, and encloses the tomb of St. Sigfrid. It has an altarpiece by Schröder, a library of 14,000 volumes and 300 manuscripts, and a numismatic cabinet, with a bust of Linnæus. The *High School* has a fine building assigned to it. The bishop's house is called *Östraby*, situated just outside the town, at the end of an avenue of old trees. It is interesting as having been for many years the residence of Bishop *Esaias Tegnér*, the great national poet. Amongst remarkable places in the neighbourhood are the imposing ruins of *Kronoberg's*

castle, from which the shire takes its name, formerly called *Biskopsberg*, a stronghold of the bishops, on an island in the lake, the ruins of *Berggvard*, another old castle in a bay of the lake, at one time belonging to Carl Carlsson Gyllenhjelm, the natural son of Charles IX.; *Kosta* glass-manufactory, *Lessebo* paper-mill, several ironworks, *Evedal's* mineral spring, with promenades, &c.

A mail-coach leaves Wexiö 3 times a week, proceeding by the posting-stats. of Åreda 1⅜ m., Lenhöfda 2 m., Merhutt 1 m., Wilköl 2 m., Branahult 1⅛ m., Nybro ⅝ m., Borseryd ⅝ m., and Harby 1⅛ m., to *Calmar* 1⅜ m., on the Baltic (see Rte. 69). The journey takes 15 to 16 hrs. None of these stats. is fast, and travellers by post therefore should send "förbud" (see Introduction).

Another mail-coach leaves Wexiö 3 times a week by the posting-stats. of Ingelstad 1⅝ m., Uråsa ¾ m., Qvarnemåla 1⅛ m., Djuramåla 1½ m., Kalmar 1¾ m., Ronneby 1¾ m., and †Skillinge 1½ m., for *Carlskrona*, on the south coast (see Rte. 69), making the journey in 16 hrs. Places in these coaches are paid with 1 rdr. per mile.

Returning to Alfvesta rly. stat. there is still a branch-route to notice, running in the opposite direction to that of the Wexiö railroad. A mail-coach is despatched from Alfvesta 3 times a week by the posting-stations of Lyngsåsa 1½ m., Nygård 1½ m., †Ljungby, 1¾ m., †Trollestorp 1 m., †Skeen 1⅛ m., Wrå 1½ m., Hilleshult 1 m., and Breared 1⅛ m., to *Halmstad* 1¾ m., arriving there in 17 hrs.

The prevailing characteristic of the scenery on these routes is flat. Some hills occur, but not of great height; and these, with the broken ground, lakes, streams, and extensive woods, render some of the views *en route* very pleasing. The whole province of Småland, indeed, is intersected with lakes, presenting every variety of shape, some of them of considerable extent, and studded with small islands, as, for instance, the Helga, mentioned above; the Åsnen, not far from the road between Wexiö and Carlskrona; the Vidöstern, near Wernamo, along which and part of the River Laga, a road runs S. by Tannö 1 m., Dörarp 1½ m., and Ingelstad 1½ m., to Ljungby 2 m., where the river is crossed by the road from Alfvesta to Halmstad, and in the neighbourhood of which stat. the blackcock-shooting is well spoken of; the Bolmen, passed on the same road between Trollestorp and Skeen; the Salen, Stråken, Möckeln, and a number of others.

The train leaving Alfvesta for the S. passes by the stats. of *Wieslanda* and *Liatorp*, having Lake Möckeln on the rt., while on the l. lies the humble little curate's cottage of *Råshult*, the birthplace of Linnæus, in front of which an obelisk has been raised to his memory, and next halts at

Elmhult, 55 m. from Stockholm, 12·5 m. to Malmö, the last station in Småland. The country about here is very poor and desolate. At *Getabäck* the rly. enters Skåne.

Ousby, 57 m. from Stockholm, 10·5 m. to Malmö. A little beyond this station the line crosses the Helga river on an iron bridge, near the pretty Ousby lake, with its leafy shores and islands, but for the rest the country continues to wear a dreary and desolate aspect, as if a curse was still upon the ground, ravaged for past centuries by Swede and Dane alike, when it was the border land between them. In this hundred of East Göinge were also the chief quarters of the *Snapphanar*, guerilla-bands of the utmost daring and activity, causing no end of trouble to Charles XI., when defending his father's conquests against the attacks of the Danish king. *Hästveda* Stat. is passed, and the train stops at

Hessleholm, 59·8 m. from Stockholm, 7·7 m. to Malmö. The great highways from Jönköping, Helsingborg, Lund, and Christianstad meet at this station, and a branch rly. extends in

S.E. direction, 2·8 m., by way of *Winstöf*, *Önnestad*, and some smaller intermediate stations for

CHRISTIANSTAD, residence of the governor of the shire of that name, with 6500 inhab. Board and lodging at *Werlin's* and *Johnson's* hotels; apartments at the usual prices of 1 to 1½ rdr. per day. Carriages may also be had at these hotels, which are both in the little square. *Tivoli* and *Skjutbanan* are the places of public resort in summer.

This town is situated on a long and irregular fjord called Sjöviken, which forms the estuary of the River Helga, and has its outlet at *Åhus*, the port of Christianstad, 2 m. dist. by land. It was founded by Christian IV. of Denmark in 1614, and has been the scene of many a conflict in the later border wars. The fine regiment of Wendes horse-artillery has its head-quarters at this place, but the ancient fortifications have been, for the most part, demolished. 1 m. N. of the town are the powder-mills of *Torssebro*, in a picturesque spot on the Helga river, and E. of these are the lakes of Råbelöf, Karsholm, and Ifö. On the banks of the first there is a deep and remarkable cave called *Balsberg*, in the belemnite chalk; on the W. margin of the second, the château of *Karsholm*, and in the third, an island of considerable size, with caves like that of Balsberg, though smaller, and on the neck of land between the Karsholm and Ifö lakes, lies the stately old-fashioned château of *Beckaskog*, with its park and gardens, in a most beautiful situation. It belongs to the king, who is very fond of spending part of the summer here, amongst the other great landed proprietors of Skåne. The neighbourhood, as indeed the whole province, is full of aristocratic country mansions. S. of the Ifö lake, 1¾ m. E. of Christiansand, is *Trolle-Ljungby*, a large turreted château, surrounded with parks and gardens, and where may be seen the famous Ljungby horn and whistle, trophies, according to the legend, of an encounter with the elfs at *Maglesten*, a large enchanted stone on the sandy plain near Edenryd, and to which certain superstitions are attached. *Vanås*, 2 m. N. of Christianstad, is another splendid château, belonging to the Wachtmeister family, and where there is a picture-gallery, with an *Ecce Homo* by Guido Reni.

The S. high road from Christianstad goes by the posting-stations of Nöbbelöf 1 m., Degeberga 1¼ m., Brosarp 1½ m., and Rörum 1½ m., to the little town of CIMBRISHAMN 1 m., on the coast, 1500 inhab. exporting considerable quantities of corn. At the fishing-village of *Kivik*, close by, is an ancient monument, which has been supposed to be of Celtic origin, but is considered by Professor S. Nilsson to represent ceremonies of Phœnician Baal-worship. On the road between Nöbbelöf and Degeberga is the lordly castle of *Widtsköfle*, built by Jens Brahe in 1553, remarkable for its extensive gardens and parks, and its old ghost stories. The estate at present belongs to Mr. Stjernsvärd, and besides a breeding-stud and cattle farm, has large preserves for fishing and shooting, the deer being numerous. N.W. from this place is *Maltesholm*, another magnificent château, built in 1780 by Hans Ramel. From Cimbrishamn is 4 m., by Hemmenhög and Herrestad, to Ystad.

Returning to the main line, the train, after leaving Hesselholm, skirts the pretty shore of Tinga lake to the rt., passing by the country-seat of *Hofdala* and *Södsdala* station. The line now approaches the most fertile parts of Skåne, as it enters the county of Malmöhus. The next station is

Höör, 62·5 m. from Stockholm, 5 m. to Malmö. A mail-coach leaves this place 3 days a week for *Åby*, on the road from Hessleholm to Helsingborg. The line continues along the beautiful Lake Ring, encircled with beech-woods, and bearing upon its shores the noble mansions of *Bosjo-Kloster*, *Tulltofta*;

Ousbyholm, and others. *Stehag's* Stat. is passed by. In the neighbourhood are the great estates of *Trollenäs* and *Trolleholm; Billinge*, with a very fine ch.; *Röstånga*, near to which is *Ödensjön*, an extinguished crater, and many other volcanic indications; *Herrevadskloster*, a large château near Åby (see above), and in immediate vicinity of the extensive camping-ground of *Bonarp's Heath*. But few of these places, however, can be seen from the train, which stops at

Eslöf, 64·4 m. from Stockholm, 3·1 m. to Malmö. This is the most central rly. station in the province, and from here diverge branch-lines, in a S.E. and S. direction to Ystad, and in a W. and N.W. direction to Landskrona and Helsingborg. The former of these lines is 7 m. long, and trains run the distance in about 3 hrs.

The stations on this line are:—1. Hurfva, not far from *Skarhult*, one of the principal country mansions in the province, built in 1562 by the Danish general Rosensparre, with towers and an exterior wall. It has been in the possession of the Oxenstjerna, De la Gardie, and Brahe families, and belongs at present to a Baron Schwerin. There is a good collection of pictures. 2. Löberöd, near the château of that name, belonging to the De la Gardies. The view from here, in clear weather, extends as far as Copenhagen. Besides the well-known library and family archives, this château contains many valuable collections of pictures, engravings, original sketches, antiquities, and other curiosa. 3. Askeröd, 4. Bjersjölagård, 5. Wollsjö, in the neighbourhood of which is the château of *Öfvedskloster; Christinehof*, and the extensive alum-works of *Andrarum*. 6. Löfvestad, 7. Esperöd, 8. Tomelilla, and 9. *Köpinge*. The country all along is exceedingly fertile and well cultivated.

YSTAD, a seaport on the S. coast of Skåne, has about 6000 inhab. *Hôtel du Sud* has accommodation for travellers. Communication by steamers with Stockholm, Lubeck, Copenhagen and Rönne, on the island of Bornholm. The town is an ancient one, and has had many ups and downs in its time. A celebrated convent of gray friars flourished here in the 13th centy., and its ch., dedicated to *St. Peter*, still remains. The ch. of *Our Lady* is equally old. At present the little town has a brisk trade for its size. There are some old houses in the Hanseatic fashion, an artificial harbour, and a lighthouse of iron, 50 ft. high, which in 1866 was moved bodily 200 paces, to its present site, under directions of Major *Adelsköld*, of the Royal Swedish Engineers.

There are many grand country seats round about the town, *Marsvinsholm*, *Bjeresjöholm*, *Krageholm*, and a number of others well worth seeing. The nearest way to Christianstad by road is by the posting stations of Herrestad ⅝ m., Tranås, 1⅝ m., and Brösarp 1½ m., on the road from that town to Cimbrishamn (see above). Another road goes from Ystad by the posting-stations of Snöftarp 1⅜ m., Everlöf 1¼ m., Veberöd ¾ m., Dalby 1 m., to Lund 1 m. For the high road to Malmö see under that town.

The other branch rly. from Eslöf is 3 m. to Landskrona, and 4·6 m. to Helsingborg, and at Landskrona goes by the stations of 1. Trollenäs, near the beautiful château of that name (see above), 2, Marieholm, 3. Teckomatorp, 4. Billeberga, where this line again divides, and 5. Asmundtorp, to

LANDSKRONA, a seaport town on the Sound, with about 7000 inhab., a citadel, and fine harbour, from which large quantities of corn are exported. Hotels: *Drufvan*, in Carl XV. torg, near the harbour, good; *Gröna Lund*, with gardens, *Stora Värdshuset*, with stables. There is a large sugar refinery, an iron foundry, and machinery workshops, a woollen manufactory &c. The town has communication by steamers with Copenhagen daily; with Gothenburg and, intermediate ports on the W. coast, Malmö, and

round by the S. and E. coasts all the way to Stockholm. Submarine telegraph to Vebeck, on Seland.

In the neighbourhood are several newly-discovered coal-fields, which seem to promise well. The large estate of *Säbyholm*, with mansion and park, now belongs to the same company as the sugar-mill in the town, and is exceedingly well farmed: large quantities of beetroot are cultivated here for sugar-making. In the Sound, 1 m. off Landskrona, is the island of *Hven*, formerly the residence of the celebrated astronomer *Tycho Brahe*, but of his castle, Uranienborg, or his observatory Stelleborg, no vestiges remain at the present day.

From Billeberga Stat. the other branch of this line proceeds by 5. Tågarp, 6. Wallåkra, passing by the château of *Belteberga*, and a coal-field, 7. Raus, near the thriving fishing-village of *Råå*, and 8. Ramlösa, near the fashionable watering-place of that name, to

HELSINGBORG, a seaport on the straits of Elsinore, with about 7000 inhab.; exports chiefly corn. Board and apartments at Hotel *Mollberg*, much improved, but dear; best rooms, including attendance, lights, and coffee-breakfast, 4 rdr. or 3½ oe. per day. Carriages may be had here, as also at Hotel *Oresund*, for excursions in the neighbourhood. Steamers leave several times a day for Elsinore, whence there is rly. communication with Copenhagen. The same coasting-steamers touch here as at Landskrona. It is a very old town, the scene of many important historical events. A great battle was fought here on the 28th February, 1710, when Magnus Stenbock, during the absence of Charles XII. in Russia, completely defeated the invading Danes. A monument marks the spot where Bernadotte first set foot on Swedish ground, just a hundred years afterwards. After a great fire in 1425, the town was removed by Eric XIII. to its present site. Before that time it was probably located around the old castle, which was finally demolished in 1680, but of which the keep still partly remains, in grim solitude, on a hill, from which the view over the Sound, the surrounding plain, and the opposite shore of Seland, with Elsinore and Kronborg, is very beautiful, particularly at sunset. S. of this hill is the college, a very handsome modern building. The church is mediæval, restored.

In the vicinity are many interesting spots and fine mansions, and the drives along the shore are in constant view of the Sound, always lively with shipping in this channel, through which passes the whole commerce of the Baltic. The heights to the N. are covered with villas and gardens. At some little distance is *Sophiero*, a summer residence of Prince Oscar, delightfully situated on a slope overlooking the Sound; further on the splendid château of *Kulla-Gunnarstorp*, and beyond this the neat little fishing-village of *Viken*. Here the road turns inland to *Höganäs*, long time the only coal-mine in Sweden, yielding a very indifferent article; lately the place has become more noted for its productions of fine fayence-ware and of glass. It is 2¼ m. from Helsingborg. Still more to the N. is the château of *Krapperup*, and the coast runs out to a point, crowned with the mountain of *Kullen* and its lighthouse, all important to the navigator in the Cattegat. S. of the town, ½ m. dist., is the watering-place of *Ramlösa*, mentioned above, well built, with charming scenery and views. All sorts of baths are prepared here, and the spring, which issues from the cleft in a sandstone cliff, is said to be a remedy against stomach complaints, rheumatics, and skin diseases. From hence the road continues along the coast, by Råå and Glumslöf, to Landskrona 2¼ m.

Having thus described the rly. lines that branch out from Eslöf, we return to that station to continue the route

by the Southern main-line to Malmö. The next station, *Örtofta*, is passed by, close to the château of the same name, as well as several other country mansions, and the train again stops at

LUND, 66 m. from Stockholm, 1·5 m. to Malmö, Bishop's see and University town, with about 10,000 inhab. Hotels and restaurants: *Stadshuset*, in the great square, the *Railway Hotel*, and *Stadt Alona*: there are livery stables at the first of these. This town is of high antiquity. It is situated in a plain of considerable extent, and through which runs the Höje river, which in olden times was navigable up to the town. In the times of Paganism, Lund was a city of great commerce, with 80,000 Inhab. It was then surrounded with fortifications of wood, and filled with the booty amassed by the warlike Scanians in their piratical expeditions.

In the middle ages Lund was the seat of an archbishop, who was considered the Primate of the North. The Scandinavian monarchs, within whose dominions this part of Sweden was formerly comprised, were elected sovereigns of Skåne, on the hill of *Sliparebacken*, about ½ m. from the town. Christian II. appears to have been the last who observed this ceremony. Near this hill and Wallkärra ch. a most sanguinary battle was fought 1st December, 1676, when Charles XI. attacked and routed the Danes under Christian V., on which occasion upwards of 10,000 men perished. So desolating were the wars waged in and about this rich province during the latter part of the 17th centy., that when Charles XII. took up his headquarters at Lund in 1716, the town had only 680 registered inhabitants.

The chief object of attraction here is the *University*, which, with that of Upsala, are the only ones in Sweden. It was founded by Christian I. of Denmark, and opened with great pomp in 1479. Puffendorf, who, next to Grotius, is the great authority in matters of public law, was appointed Professor of the Law of Nature and Nations in this University in 1670, and here he published his celebrated work, *De Juræ Naturæ et Gentium*.

The *Library* contains upwards of 80,000 volumes, besides 1000 manuscripts, many of which are particularly interesting, as for instance the *Necrologium Lundense*, and *Liber daticus Lundensis*, the oldest original Danish record existing. There are several museums; the Historical is rich in antiquities of Sweden and Lapland, and so is the Numismatic collection in Anglo-Saxon and Roman coins and medals; the collections of Natural History and Mineralogy also deserve notice.

Before the Reformation there were no less than 6 monasteries and 21 churches here. Of the latter there are now but 2, besides the *Cathedral*, which is a large, irregular structure, built at different periods, and said to be founded in the 11th or 12th centy. It is 271 ft. long and 72 ft. high inside; the roof is supported by 18 columns in 2 rows, and the perspective is particularly striking, owing, it is said, to the ch. being wider at the west than at the east end, and the floor a little higher in the middle than at the sides. The organ is considered the best in Sweden. The pulpit of alabaster, inlaid with marble, and some of the tombs, relics, &c., preserved here, deserve notice. The crypt is, perhaps, the most remarkable part of this ancient edifice. It is 126 ft. long, 36 ft. broad, and 14 ft. high, resting on 24 massive pillars, and receiving light from 10 windows. In the crypt is a well with very good water.

Not far from the cathedral, and in an equally open situation, is the palace-like building of the *Academical Society*, in front of which has been erected a bronze statue of *Tegnér*, modelled by Qvarnström. Here is an art-museum, a splendid assembly-hall, a club called the *Athenæum*, where foreign news-

papers are kept, and travellers can be introduced by members; also a very good restaurant and *café*, open to the public.

There are several pleasant parks and promenades about the town: *Lundagård*, *Råby Park*, *Helgonabacken*, the new *Cemetery*, the old and new *Botanical Gardens*, *Novilla*, &c. At some little distance is *Dalby*, formerly the bishop's residence, with a fine old ch., and a crypt in which the Danish king Harald Hein lies buried. Further on rises up a solitary hill called *Romeleklint*, with extensive views from the top, and the château of *Björnstorp* at its base.

Leaving Lund the train proceeds through a vast and fertile plain, past the château of *Trolleberg*, *Åkarp* Stat., and *Alnarp* agricultural institute, and arrives at the handsome terminus in

MALMÖ, 67½ m. from Stockholm, after a journey of 19½ hrs. from the capital. This is the chief town of the shire of Malmöhus, and residence of its governor; population about 22,000. Situated on the Sound, in the midst of a flat but exceedingly fertile country, at the end of a long line of rly., with several manufactories, and a good, though small, harbour; it is a busy and flourishing town. Hotels, with restaurants and livery stables: *Svea*, in the fish-market, best; *Ticks*, and *Gustaf Adolf*, in the great square; apartments 1 rdr. 33 oe. to 2 rdr. 67 oe. per day.

In former days Malmö was strongly fortified, and a place of much importance. The walls have been destroyed, but the castle remains, and is now used as barracks and a prison. Bothwell, the third husband of Mary, Queen of Scots, was long imprisoned here. From the battlements, in clear weather, Copenhagen may be seen to the W. with the islands of Saltholm and Amager between. Of buildings may be noticed *St. Peter's* ch., built in 1313 in the pointed-arch style, next to the Lund cathedral, the most considerable ch. in Skåne; the *Caroli* ch., built in the reign of Charles XI.; the Town-hall, in the principal square, and a peculiar old house, belonging to Mr. Kockum.

There are not any pleasant drives in the immediate neighbourhood of Malmö. The beech-woods of *Torup* are 2 m. to the E., the château and gardens of *Skabersjö*, 1½ m. in S.E.

Steamers leave Malmö several times a day for Copenhagen, and daily for Lubeck and Stralsund (see Rte. 80); twice a week for Gothenburg, calling at intermediate ports on the coast, and once or twice a week for Stockholm, calling at intermediate ports along the coast.

The road from Malmö to the N. goes by Lomma 1⅛ m., Löddeköping 1 m., and Saxtorp 1 m., to Landskrona 1 m., and to the S.E. by Klörup 2 m., Anderslöf 1 m., and Skifvarp 1½ m., to Ystad 1½ m. Many large estates are passed on this road. At Klörup a road branches off S. to

TRELLEBORG, a small sea-port, shipping out considerable quantities of corn, but otherwise uninteresting. The submarine telegraph-cable to Stralsund is laid down here. W. of this town is 2 m. to

SKANÖR and FALSTERBO, two very small towns on a neck of land jutting out from the S.W. corner of Skåne. Both are places of great antiquity, and there is an old saying, that "at the birth of Christ, Skanör and Lund were flourishing." In the middle ages the herring-fishery brought riches, but the fish has long since disappeared, and the quicksand has nearly buried the towns. Still there are several ancient remains of interest, especially the two churches, which are held in great veneration by the country people around, especially that of Falsterbo, now partly imbedded in the sand. That of Skanör has a crypt, like the cathedral of Sund and the ch. at Dalby, and a curious old font. The towns are neat and trim, and mostly inhabited by sea-

faring people, who earn their living by sailing from other ports. Off Falsterbo there is a long and dangerous reef. Hares and foxes are hunted on the adjoining heath, and wild swans are plentiful, especially in the bay N. of the peninsula.

ROUTE 69.

STOCKHOLM TO CHRISTIANSTAD ALONG THE COAST, BY NORRKÖPING, CALMAR, AND CARLSKRONA.

Steamers leave Stockholm twice or three times a week for all the principal places on this route, under each of which they will be further noticed. By road the distance is 69 m. (458 Eng.), and the general aspect of the scenery is too monotonous to repay the toil of so long a journey all the way. The posting-road from Stockholm to Norrköping, 17¼ m., has already been described under Nyköping (see Rte. 65), and so far there is now a rly., which is used in preference. The fast trains from Stockholm reach Cathrineholm in 3½ hrs. (see Rte. 65), from which station the Eastern main line diverges in a S. direction, to

Strångsjö, 1 m. from Cathrineholm.

Simonstorp, 2·3 m. from Cathrineholm. Past the lakes of Fläten and Svinbogen, the line now enters the great forest of *Kolmorden*, formerly the boundary between Södermanland and East Gothland; during the middle ages in bad repute for its brigands and outlaws, but now cut through by roads in all directions. The next station is

Grafvensforss, 3·4 m. from Cathrineholm. The line now runs a short distance, close by the pretty Lake Näkna, and crossing 5 of its bays, to

Åby, 3·7 m. from Cathrineholm, and in view of the Bråviken fjord on the l., to

NORRKÖPING, 4·5 m. from Cathrineholm, 16·9 m. from Stockholm. Seaport at the head of Bråviken, a long fjord from the Baltic, where it receives the waters of the Motala river, augmented by its passage through the large Lake Glan, and in its impetuous course forming rapids and cascades, the motive power of numerous mills, which have made Norrköping the chief manufacturing town of Sweden. Population about 22,000. Hotels in Carl Johans torg and Skeppsbron; private lodgings in several houses; apartments 1 rdr. to 3 rdr. per day. Restaurants and cafés in *Stadshuset*, a fine new building in the great square, the centre of which is ornamented with a statue of Charles XIV., and at hotel *W* 6 (pronounced vésex). Carriages supplied by Mr. C. M. Björkqvist. Norrköping was entirely burnt down by the Russians in 1719, and again suffered by four great fires in the first quarter of the present century. It is therefore now essentially a modern town and consequently spacious, and generally well built, though it boasts of no very striking edifices, except the new *College*, which is a noble building, erected on an eminence, at the top of a broad street. Several bridges cross the stream, which is divided by two islands, the Laxholm and the Bruksholm. The coronation of the great Gustavus Adolphus took place in this town.

Manufactures and commerce, shipbuilding and navigation, are the chief occupations of Norrköping. The principal among its numerous factories are *Holmen* for woollens, cotton goods and paper, *Drag*, *Smedjeholm*, and *Bergsbro*

for woollens, *Norrköping* for cotton goods, *Gryt* and *Berg* for cotton yarn, *Malcolm's* for machinery, *Grepen* for sugar, *Thornshag* for cotton yarn and broadcloth, *Lithografiska* for printing, playing-cards, and paper, besides many others, including hosiery, snuff, soap, and starch manufactories. There is a great wool fair held in the month of July, and a public warehouse, where wool is stored on warrants. Of the 3 shipbuilding yards, *Nya Varfvet*, *Gamla Varfvet*, and *Motala Varf*, the two latter belong to Motala, and here the Swedish monitors are built.

Besides manufactured goods, the exports comprise corn, dairy produce, iron, and deals; the imports consist of the usual colonial produce, cotton, wool, coals, wine, &c. Steamers leave for Stockholm, by way of Södertelje and intermediate stations three times a week; passage 10 hrs., and in a S. direction twice a week, for Westervik, Oscarshamn, Mönsterås, Borgholm, and Calmar; passage 18 hrs.

Kolmorden's *Marble quarries* are 1½ m. E. of Norrköping, and at an equal distance in S.W. the château of *Löfsta*, originally built by field-marshal Axel Lilje, and afterwards in the possession of the families De la Gardie and Tersen. It has a library of nearly 8000 volumes, and in the park there is a monument to Count Axel Tersen, the friend of Marie Antoinette, who acted as coachman in the attempted flight of Louis XVI. to Vincennes, and subsequently was brutally murdered by an excited mob in Stockholm in 1810. The most magnificent château in the neighbourhood of Norrköping is, however, *Finspong*, on Lake Glan, 2¾ m. from the town, formerly in possession of the Counts De Geer, now the property of Mr. Carl Ekman. The library here is considerable; likewise the picture gallery, with paintings attributed to Titian, Guido, Reni, Rubens, and Jordaens. There is also a theatre and a chapel with organ in one of the wings. The park is not very extensive, but there is quite a little town of comfortable dwellings for the large number of workmen employed in the cannon and other foundries, bar-iron forges, blasting furnaces, rolling-mills, engine factory, and saw-mills, belonging to the estate.

A mail-coach leaves Norrköping 3 times a week by the post-road to the S., the first station being

†*Söderköping*, 1½ m. (See Rte. 66.), and in succession:

Fröberga, 1 m. The country is very pretty all the way to

Gusum, 2 m. About midway from here the county of Calmar is entered, nearly one-half the surface of which is occupied by bays of the Baltic, innumerable lakes and extensive woods. A short mile S. E. of the station, at the head of one of those bays, is the little port of *Waldemarsvik*, a loading-place for deals, and on an island in the bay is *Fågelvik*, the country-seat of Charles VIII. before he became king.

Knappekulla, 1⅝ m.

Skedshult, 1 m.

Wida, 2 m. Upon this stage the road winds along the W. shore of the Gamleby bay, and the coach stops for half an hour at the post-office of *Gamleby*, a small loading-port, where there is an inn and steamboat communication with Westervik 4 times a week.

Seglerum, 1¼ m.

WESTERVIK, 1⅝ m. A thriving seaport town, with about 5000 inhab., builds ships and exports corn, iron, and deals. Board and lodging at *Stadshuset*. In the neighbourhood *Ankarsrum's* iron-works, 2½ m.; *Wirum's* copper-works, belonging to an English company; the château of *Casimirsborg* and others, *Pukeberget* with a remarkable cave, &c.

Steamers to Norrköping twice a week; to Oscarshamn, Mönsterås, Borgholm and Calmar, twice a week; to Stockholm twice a week, passage 18 to 20 hrs.; these steamers, on their return from Stockholm, proceed southward and all round the coast, some

as far as Landskrona; others up to Gothenburg. To Gamleby 4 times a week. In winter time the mails are dispatched from this port to Wisby in the island of Gothland, by an ice-breaking steamer, constructed at Motala. There is also telegraph communication between the two places by means of a submarine cable.

The mail-coach leaves Westervik once a week for the posting-stations of

Lund, 2 m.
Getterum, 2⅛ m.
Ishult, 1¾ m.
Jemserum, 1½ m. From hence the road approaches the coast and skirts it all the rest of the way to Calmar. The small islands all down this part of the coast are innumerable, most of them low and barren, or covered with stunted fir and pine. At a little distance E. from this stat. is the small port of *Figeholm*, at the N. end of the long and narrow channel, intervening between the mainland and the island of Öland, which from hence remains in sight from the road. The next stat. is

†OSCARSHAMN, 2 m. A seaport town since 1856, with 2700 inhab., formerly known under the name of Döderhultsvik. The town possesses above 40 merchant-vessels, and exports deals, iron, and corn. Hotels, restaurants, and cafés: *Societetshuset* and *Lindgren's*. Carriages at the latter. In the neighbourhood are the country mansions of *Wirbo*, *Frederiksberg*, and *Fallebo*, and off the town, in Calmar Sound, a rock called *Jungfrun*, where Claes Horn, in 1564, gained a great naval victory over the Danes.

The steamers to and from Stockholm and Norrköping touch here. The coach proceeds S. to

Påskallavik, 2 m., a small port on the Calmar sound.

†*Mönsterås*, 1⅝ m., a loading-port with 1200 inhab., where the coach stops 45 min.

†**Älem*, 1¼ m.

†*Ryssby*, 2 m. From hence a road leads E. to Refsudden, 1 m., and thence by a ferry, ½ m. across the sound, to Stora Rör in Öland. The next stat. on the road is

†CALMAR, 1⅞ m. This is the chief town of the shire of that name, and residence of its governor and a bishop, with about 9000 inhab. *Witt's* hotel, with table d'hôte, is the best; apartments 1 rdr. to 2 rdr. per day, at the stat. *Inn* meals are served *à la carte*, and apartments 1 rdr. and 1 rdr. 25 oe.; at *Aspelin's* restaurant is a table d'hôte and café, and another café at the *Theatre*. The town has many manufacturing establishments and a considerable trade. It is situated in the narrowest part of the sound, which is here not more than 5 Eng. m. across to Öland. The suburb on the mainland occupies the site of the very old town, which was burnt in 1647. The present town was then built on the small island of Qvarnholm, and communicates with the mainland by a bridge of boats. The *Cathedral*, placed in the centre of the principal square, is a handsome building, designed by Count Tessin, with 4 small turrets, but very little of the ecclesiastical in its architecture. There is a fine altar-piece painted by Ehrenstrahl, and a richly sculptured pulpit. The consistorial *Library* contains many interesting manuscripts.

Few places have been objects of more contention than the Castle and the old fortified town around it, looked upon as the key of Sweden in the days when Brömsebäck, between Småland and Bleking, was the frontier of the kingdom. It has stood 11 sieges, and witnessed many other memorable events. By whom it was originally founded no one knows; but already in Birger Jarl's time it was the residence of his son Eric, Duke of Småland. Fief and title afterwards devolved on Eric, son of Magnus I.; Eric, son of Magnus II., and Eric, son of Gustavus I. Here, in 1132, Skåne, Halland, and Bleking, were acquired for Sweden, though afterwards lost again through the pu-

sillanimity of Magnus II.; and here, on 20th July, 1397, was signed, and in 1438 and 1482 confirmed, that celebrated *Act of Union* between the Northern kingdoms which, spite of all, would not hold them together. Many indignities, as well as calamities, has that famous old castle undergone. Gustavus III. turned it into a distillery, a trade then monopolised by the crown, and the reputed Hall of Union became the still-room, the throne of queen Margaret having previously been disposed of for a few dollars. Gustavus IV. converted it into a granary. On the chief tower, where of old a large gilt globe had shone far over land and sea, an ignoble windmill was erected, but afterwards taken down again. It was reserved for king Oscar to rescue what remained of this venerable pile, and commence the restoration of its interior, which has since been continued, though slowly. The bedroom of Eric XIV., panels and doors decorated with inlaid work by his own hands, is again seen as it was, and two other large rooms, exhibiting art-devices of the 16th centy,, are in progress.

Steamers two or three times a week to Oscarshamn, Westervik, Stockholm (in about 24 hrs.); Norrköping (in 18 hrs.); Lübeck (in 24 hrs.); Copenhagen (in 24 to 30 hrs.), calling at intermediate ports on the coast; Carlskrona, Carlshamn, Åhus, Ystad, Malmö, Landskrona, Helsingborg, and Gothenburg (in about 48 hrs.) once a week; to Wisby (in about 12 hrs.), and on every week-day to places on the adjacent coasts, at small fares, among which to

BORGHOLM, the little town on the island of *Öland*, either direct or by landing at *Färjestaden*, opposite to Calmar and posting along the coast, some 4 m. to the town. Its chief attraction is *Borgholm Castle*, a beautiful ruin of very ancient date, last inhabited by Charles X., before Christina placed him on the throne. Öland is 16 m. long by only $\frac{3}{8}$ to $1\frac{1}{2}$ m. wide, and contains an area of about 12 Swedish square miles, with some 45,000 inhab. It is a silurian limestone formation, rising out of the sea and the innumerable windmills along its middle ridge, have a peculiar appearance from the opposite shore. The ridge is double, and the hollow between is in the S. scarcely covered by a thin layer of earth, full of gaping cracks, and in summer sometimes as hot as Sahara; in the N. it is covered with large woods, abounding in game, including, it is said, deer, roe, and wild boar. The island has been famous for its breed of ponies, not more than 3 ft. high, but the race is now almost extinct, and both agriculture and cattle breeding are much behind the times. Nevertheless the slopes from the central ridge, under the influence of a genial climate, present to the view a luxuriant vegetation in groves, corn-fields, and meadows, and much corn is exported. The island is rich in antiquities: stone settings, called ship-forms, ruins of fastnesses (Ismanstorp) and other remains, besides old churches, still standing. Coins and ornaments have been frequently dug up from the ground. At the south end is *Mörbylånga*, a considerable market-place, and in its neighbourhood the remarkable runic stone at *Carlevi*, the extensive alum-works of *Öland* and *Lofver*, and the royal breeding stud of *Ottenby*. There are good roads and villages throughout the island, and both the sportsman and lover of antique church architecture will find ample occupation here.

From Calmar the mail-coach proceeds S. by the posting stations of

**Wassmolösa*, 2 m. In this part of the province the scenery changes, and but few lakes occur. The country continues level, and the road, keeping close along the coast, crosses numerous small streams.

**Würnaby*, 1 m.

Söderåkra. The relays are at *Påboda*, $1\frac{1}{2}$ m., a little further on.

**Bröms*, $1\frac{1}{2}$ m. The road here enters

the province of Bleking, in crossing a small stream called Brömsebäck. This province is formed by the S. slopes of the Småland highlands, down which their accumulated waters discharge themselves by several rivers into the sea, through a country as remarkable for the beauty of its nature, as of its inhabitants, especially in the middle section, between the mountaineers to the N. and the fishermen among the islands and creeks on the coast.

Jemjö, 1⅞ m. The road takes a course nearly due W. to the next station and some pretty views are obtained amongst the islands.

Lyckeby, 1¼ m. Formerly a town with a strong castle, destroyed by the Swedes in 1564. Now a well-built village on a stream of the same name, with lovely views. Hence to

CARLSKRONA, ¾ m. The principal naval station in Sweden, and residence of the governor of Bleking and the Port-Admiral, with 16,000 inhab. Hotels and restaurants: *Freemason's tavern*; apartments, 1 to 1½ rdr. per day; *Storkällaren* and the *Station-inn*. Cafés: *Schwarz*, *Idströms*, and in summer the *Hogland park*, with a marble statue of Charles XIII. The town was built in 1680, in the time of Charles XI., who had found by sad experience, how inconvenient it was to have his fleet shut up all the long winter in Stockholm. The greater portion of the town is upon the rocky island of Trossö, and the rest upon smaller ones adjoining, the whole being connected by bridges and an embankment, with the mainland. The harbour is particularly fine, and has a sufficient depth of water to float the largest ships up to the very quays. It has 3 entrances, but the only one practicable for large vessels is on the S. side of the town, and is defended by two strong forts. Other forts are planted further out in the fairways. The old docks have been constructed at a vast expense, being blasted out of the solid granite. They were made in the time of Charles XII., and the new docks were constructed under Gustavus III. The establishment is upon an extensive scale, and together with the arsenal, the model room, &c., will repay the trouble of examination.

The town is almost surrounded by islands, and there are some lovely spots in the neighbourhood, particularly on the mainland. Fresh water is supplied by an aqueduct from Lyckeby.

The coasting steamers from and to Stockholm, mentioned under Calmar, touch here on their routes; smaller steamers run to Nettraby, Lyckeby, and other places in the vicinity. Mail coaches leave daily for

Skillinge, 1½ m., and

Ronneby, 1½ m., situated near the mouth of the river of that name. Formerly a town, its inhabitants were removed by Charles XI. to the newly founded Carlskrona. It is now a large market-place, with a population of 1800, and a celebrated mineral spring. The neighbourhood is romantic. The river at its mouth forms a fine waterfall; above the town, at *Djupadal*, it rushes through the cleft of a rock, scarcely 3 ft. wide. A little to the N.E. of this place is the château of *Johannishus*, the largest estate in Bleking, belonging to Count Wachtmeister and beautifully situated. Coaches leave Ronneby 4 times a week for

Hoby, 1½ m. Near this stat. is the celebrated rock of *Runamo*, covered with Runic inscriptions, made out to contain a record of the deeds of king Harald Hildetand by the archæologists, but by the geologists declared to be nothing else than natural fissures in volcanic trap.

†*Trensum*, 1¼ m.

†CARLSHAMN, ¾ m. A sea-port town at the mouth of the Mie river, with about 6000 inhab., well built, with several manufactories, and a brick trade. Hotels: *Stadshuset*, *Gibraltar*, &c. Café, *Bellevue*, with a lovely view of the *Asarum* valley. The surrounding scenery is very picturesque. At

the end of the charming valley of *Augerum* is the large cotton-mill of *Strömma*. At the mouth of the Morrum river is *Elleholm*, a fine country seat, formerly a town with castle, destroyed by the Swedes.

The same coasting steamers touch here as at Carlskrona. The coach continues its route for

Hästaryd, 1 m., and

Norje, $1\frac{3}{16}$ m., to

† SÖLVESBORG, 1 m. An ancient seaport town, formerly large and flourishing, now inconsiderable; 1650 inhab. The ruins of its old castle are still partly standing.

Edenryd, ½ m. Upon this stage the road enters the shire of Christianstad, and after passing Edenryd, skirts the S. shore of the Ifö lake.

†*Fjelkinge*, 1½ m. Thence to

CHRISTIANSTAD, 1 m. (see Rte. 68).

fare by coach 1 rdr. per mile.

ROUTE 70.

HELSINGBORG, ALONG THE WEST COAST, TO HALMSTAD, GOTHENBURG, AND FREDRIKSHALD.

A GOOD second-hand travelling carriage may be procured, without much difficulty, at Helsingborg, and will be needed to make this long journey with anything like ease. The road, as far as Gothenburg, keeps near the coast all the way, and, except to visit the small towns, or try the fishing, or for some other special purpose, there is nothing of sufficient interest, *en route*, to repay the fatigue and cost of the journey, besides which there is no very good station on the road. The coast along this route is of that rocky character which prevails throughout almost the entire extent of the Scandinavian peninsula: the shore is indented with bays and sharp-pointed crags, over which the waves break with ceaseless roar, run out far from the mainland into the sea, where their position is frequently only to be discerned from the foam on the chafed waters that cover them. Stern and cheerless, however, as the whole extent of the eastern shore of the Cattegat appears, its rocks do not assume any considerable elevation until we reach the immediate vicinity of the fjord of Gothenburg, and the commencement of the grand mountain chain which forms the boundary between Sweden and Norway. The road runs entirely within view of the sea, in many places actually skirting the very shore, but everything in this part of Sweden is on a small scale compared with the more stupendous features of the northern provinces. For the purpose, merely, of reaching Gothenburg, the voyage by steamer, or the journey by rail, are usually preferred; there is, however, a mail coach on this route, which leaves Helsingborg 4 times a week, and travels by the following posting stations:—

†*Fleninge*, ⅞ m.,

ENGELHOLM, 1½ m. This small town is celebrated for its manufacture of gloves. It has about 1600 inhab., and exports corn. Much salmon is caught at *Suntertun* and *Engeltofta*, a large estate in the neighbourhood, formerly belonging to Charles XIV.

Margarethetorp, 1¼ m. On the following stage the road enters the province of Halland, through which it continues almost all the way to Gothenburg and crosses several considerable streams.

†*Östra Karup*, 1½ m.

LAHOLM, $1\frac{5}{24}$ m. This small town of 1250 inhab. is upon the Saga river, which is crossed here. The numbers of salmon taken in it have decreased of late years. In the neighbourhood, W. from Karup, is the little loading-place of *Bastad*, much frequented for its sea-bathing, and still further W. the fishing hamlet of *Torekow*, opposite *Halland's Väderö*, an island in the Cattegat.

†*Tjerby*, $\frac{11}{24}$ m.

†HALMSTAD, $1\frac{5}{8}$ m. The chief town of the province and residence of its governor, with 4650 inhab., and export of corn and timber floated down from Småland; situated close to the coast, at the mouth of the River Nissa, in which are taken large quantities of salmon. It commands large views over the Cattegat and the entrance to the Sound. The town is of ancient renown as a place of conference in the wars and disputes between the northern kingdoms, and was appointed, under the Union of Calmar, as the meeting-place of their commissioners, to elect a new king in case of vacancy. Here was delivered one of the decisive battles of Charles XI., who was afterwards married at the splendid château of *Sperlingsholm* in the neighbourhood. Another fine country mansion, beautifully situated, is *Stjernarp*. Carriages for drives can be had at the posting-inn, where board and apartments are likewise furnished. The old square castle still remains, but little else is seen of the ancient fortifications, which were razed in 1719.

Steamers leave Halmstad twice a week for Warberg, Gothenburg (in 9 hrs.), Torekow, Helsingborg, Landskrona, Malmö, Copenhagen, and Lubeck. The coach goes N. to

† *Qvibille*, $1\frac{1}{4}$ m.

† *Stöinge*, $1\frac{1}{6}$ m., and

FALKENBERG, $1\frac{3}{8}$ m. A small sea-port town with 1200 inhab., at the mouth of the River Åtra, in which great numbers of salmon are caught. The fish is less abundant than formerly however, owing to the gradual silting up of the river. The water is usually in order by the end of April, and the fish average from 7 to 20 lbs. The best part of the river is private property. Hence to

Morup, $1\frac{5}{24}$ m., and

WARBERG, $1\frac{3}{8}$ m. Another small sea-port town of great antiquity. Pop. 2700. Now a much-frequented bathing-place. The new bath-house is on a grand scale. The fortress, which is built on a promontory of rock, was formerly a place of considerable strength. It is now used as a prison. The same steamers touch here as at Halmstad on their route between Gothenburg and Copenhagen. The coach proceeds to

†*Backa*, 2 m., calling at Nyebro post-office on the way and crossing the Wiska river.

Åsa, $1\frac{1}{4}$ m. On this stage the road crosses the heads of several of the rocky indentations, so characteristic of this wild coast.

KUNGSBACKA, $1\frac{3}{8}$ m. This is a small town standing near the head of the fjord of the same name, and the last station in the shire of Halmstad. That of Gothenburg is entered shortly before arriving at the next station.

Karra, $1\frac{13}{16}$ m. The hills gradually assume a bolder appearance as the road approaches

† GOTHENBURG, $\frac{3}{4}$ m. For Inns, Steamers, &c., see Rte. 63. The fare by the coach so far is 1 rdr. per mile. From hence to the Norwegian frontier travelling is performed by post. The scenery becomes more interesting, being of a much bolder character and in some places picturesque. Pursuing the direct route from Gothenburg, the road leads up the valley of the Gotha to

Agnesberg, $\frac{7}{8}$ m. From hence the road crosses over the S. branch of the Gotha river, by means of a ferry to the Island of Hisingen, and again over the W. branch by another ferry to

KONGELF, $\frac{7}{8}$ m. A small, but very ancient sea-port town, with about 1000 inhab. It was formerly a place of

much importance and the residence of the kings of Norway. It is memorable in Scandinavian history from the congresses of sovereigns held here, from which it was called Kungshäll. In 1135 it was almost totally destroyed by the Vandals, a blow from which it never recovered, and since 1658 it has belonged to Sweden. In 1676 the town was removed to its present site, between the W. branch of the Gotha and the Tontin Mountains, from Munkholmen, an island in the river, on which are still to be seen the romantic and colossal ruins of *Bohus Castle*, originally a structure of wood, built in 1308 by King Hakon of Norway, but rebuilt of stone and greatly strengthened not long afterwards. It is now more and more decaying, but presents a striking object to the view from the road.

From hence the road passes through the shire of Bohus—the ancient province of "Viken;" hence *Vikingar*, the general appellation of the old pagan freebooters which swarmed out every spring from the fjords and creeks of Scandinavia, all the way to the Norwegian frontier. This coast is wild and desolate-looking in the extreme; naked, reddish cliffs rise out of the sea, waging a fearful battle with the furious waves, when it happens to blow a gale, especially from the N.W., but between the breakers is many a snug inlet and little harbour, where a hardy and industrious population finds subsistance by agriculture, trade, and fishing. The whole province is rich in antiquarian remains, fastnesses, cairns, caves, ship-forms, Runic stones and rock-inscriptions, and many are the traditions concerning such objects, which are still rife among the peasantry. The climate is bracing, and many invalids flock to the bathing-places on this coast in summer, adding to the life and bustle of its commerce at that season. From Kongelf towards the N. the stations are—

Kyrkeby, 1¾ m., a fishing-village opposite the considerable island of Tjörn, N. of which is a still larger island called Orust, both of them fertile and well cultivated in the interior.

Smedseröd, 1 m.

Åsen, 1½ m. After leaving this station the road at times skirts part of the Hake fjord on the W., across which is seen the beforementioned island of Orust, and upon the E. a group of hills commences which terminates near Uddevalla.

Grahed, 1⅛ m.

UDDEVALLA, ¾ m. A thriving seaport town with 5000 inhab., said to be identical with Odensvold, a place of sacrifice in heathen times. Apartments at the *Railway Hotel* and posting *Inn*; restaurants at the latter and at *Stadskallaren*. Railway to Wenersborg, Herrljunga, and Borås (See Rte. 78). Steamers 4 times a week to Gothenburg, calling at Marstrand and other places, and 4 times a week to Lysekihl.

The town is situated at the head of Haftens fjord. In the neighbourhood are *Kapellbackarna*, remarkable for large accumulations of fossil shells, and other marine remains, 200 ft. above the sea; *Gustapsberg*, a watering-place S. of the town, much frequented in summer, as well for the beauty of its situation as for its mineral springs and baths; *Lysekihl*, at the entrance to the Gullmars fjord 3 m. from Uddevalla, an outport with considerable trade and close by; *Kyrkvik*, a bathing-place, visited by about 7000 persons in the course of the summer; also *Malmön*, an island inhabited some years back by a dwarf-like race, believed to be a remnant of the aboriginals in the land, and known as *Malmö pyttar*. Unfortunately a gale arose while they were out fishing, and nearly all the pyttar perished.

Herresta, ¾ m.

Qvistrum, 1½ m. Known in the annals of the border warfare on this side.

Svarteberg, 1¼ m. The range of

hills seen upon the right is Kynne fjäll.

Rabalshede, 1 m.

Hede, 1¼ m.

Skallerud, 1⅛ m. This station is close upon the coast, along which runs a belt of small islands of rock, most of which are barren, and give a most desolate, but characteristic, air to the scenery about here.

Wik, ¾ m. Hence direct by *Eist* 1 m. and *Hogdal* 1 m., or by

Kollekind, ⅝ m. to

STRÖMSTAD, ¾ m. A sea-port town and much frequented bathing-place, with 1650 inhab. It is built on a point of land which runs into a deep bay of the Skagerrack, and the general appearance of this coast bears evidence of the tremendous seas which prevail during the winter. Apartments 1 rdr. per day, and restaurants at *Stadskallaren* and the posting *Inn*; carriages of Mr. Peylitz. The neighbourhood is rich in antiquarian remains of the kind described above, and during summer safe sailing-excursions are made to the many islands along the coast.

Steamers 4 times a week to Grebbestad, Tjellbacka, Tongen, Lysekihl, Mollösund, Marstrand, and Gothenburg; twice a week to Fredrikshald or Mossviken, near Fredrikshald, meeting the steamers which ply between that port and Christiania. From Strömstad the scenery becomes more pleasing to

Högdal, 1½ m. This is the last station on the Swedish side. Towards the end of the following stage the deep fjord called *Svinesund* is crossed, which here forms the boundary between the 2 countries, and the first station on the Norwegian side is

Vestgaard, 1½ m., whence the road continues northward to Christiania, but branches off eastward to Fredrikshald.

ROUTE 71.

GOTHENBURG TO TROLLHÄTTAN, WENERSBORG, AND CARLSTAD BY LAND.

Dist. 25¼ Swed m., or 168 Eng. For steamers to places on this route see Gothenburg, Rte. 63. By water the journey to the falls of Trollhättan occupies from 6 to 8 hrs., by land more; the distance from Gothenburg is 8 Swed. m., or 54 Eng. A carriage may readily be hired in Gothenburg, and horses can soon be had at all the stations, without sending a förbud.

The road leads up the l. bank of the Gotha river, as far as Lilla Edet. During the first 3 stages much cultivation is seen; after that the scenery becomes of a wilder character all the way to Trollhättan, and in some places very picturesque. The stages are:—

Agnesberg, 1 m.

Nohlby, 1⅜ m. On the following stage the ruins of the castle of Bohus are seen across the river (see Rte. 66).

Kattleberg, 1 m.

Kärra, 1¼ m.

* *Lilla Edet*, ½ m. There is a comfortable little *Inn* here, close to the grand fall which the Gotha makes at this place (see Rte. 66). The first stage from hence is through pine-forests and hilly ground, with large masses of granite, and towards the next station a magnificent view opens up.

Fors, 1 m.

Gerdhem, 1 m. The road turns off here to the W., and runs over a poor and flat country to * *Trollhättan*, 1 m. There is a most comfortable *Inn* here close to the falls, and the charges, like those at Lilla Edet, are very moderate. For description of the Fall see Rte. 66. From hence there is a road

to Wenersburg 1½ m. Proceeding by the direct route from Gerdhem, the next station is

* WENERSBORG, 1½ m. See Rte. 66.

Between this place and Carlstad the road keeps near the Wenern Lake, great part of the way, and along the N.W. side of it; the country is thickly wooded in most parts, and fine views of the lake are obtained, but the scenery along the shore is, upon the whole, too flat and monotonous to be very pleasing. The chief attractions on this part of the route are the fishing to be had in the lake, and the shooting in the adjoining woods. In some places there are also extensive beds of rushes on the sides of the lake, which abound in wild fowl. The traveller has the option, if the 2 places are not previously engaged, of making the journey to Carlstad by the weekly mail coach, which leaves Wenersborg, and crossing over by the long Dalbo bridge, at once passes into the little province of Dalsland, included in the shire of Wenersborg, and which, though its shore is of the nature described above, consists, to eleven-twelfths of its extent, of a mountain country, formerly known as *the Marshes*, intersected with lakes, bogs, and watercourses, echoing with the din of forges, and presenting the most picturesque views, but rarely visited by the tourist, because of its secluded position and imperfect means of locomotion. A line of communication by steamer has, however, recently been opened into the very heart of this region, which we will trace presently. The posting-stations on our route are :—

Dykälla, 1¼ m.

Österbyn. 1 m.

Mellerud, 1¾ m. Upon this stage the Dalberg river is passed.

Lund, 1⅞ m. About midway on this last stage, at a loading-place called *Köpmannabro*, the road crosses the entrance to a considerable fjord, on the margin of which are situated the great iron-works of *Upperud* and *Håfverud*. Bending in a N.W. direction it enters, through a section of *Dalsland's canal*, as the whole of this course is now called, into the beautiful Lake Laxen, where the large and well-built estate of *Baldersnäs*, with extensive iron-works, belonging to Mr. A. M. Warn, of Gothenburg, and surrounded with lovely scenery, attracts the chief attention. Further on is *Billingforss*, and the canal next enters the long and narrow Lake Lelangen, stretching for several miles in a N.W. direction up to the iron-works of *Lennartsforss*. Here it is joined to another lake of most irregular shape, running N. to *Töksforss*, far up in the province of Wormland, and with an E. branch ending at *Folsbyn*. A little past Lennartsforss, however, this lake turns abruptly to the S., in which direction it continues, under the name of Stora Lee, for several miles to *Westra Ed*, the frontier of Norway being in the middle of its course for some distance.

The passenger and goods traffic on these waters are at present conducted by 4 steamers in the summer months. The *Wenersborg* leaves Gothenburg on Mond. at 8 p.m., and Wenersborg on Tuesd. at 7·30 a.m. to Bodane, Dalbergså, Sunnanå, and Köpmannabro, on the coast of Dalsland, arriving at Upperud at 1·30 p.m. Returns from there on Wednesd. at 2 a.m., reaching Gothenburg at 7·30 p.m. the same day. The *Werner Ericson* leaves Gothenburg on the Frid. afternoon, Wenersborg on Saturd. at 3 p.m., arriving at Upperud on the Sund. morning, and returning Tuesd. evening to Gothenburg in about 24 hrs. The *Laxen* leaves Gothenburg on Sund. at 2 a.m., Wenersborg at 1 p.m., and Håfverud (see above), early on the Mond. morning, arriving in the afternoon at Strand, on the lake Stora Lee, between Lennartsforss and Westra Ed, and whence post-horses can be readily obtained to Fredrikshald, 2¾ m. distant. This steamer returns from Strand on Wednesd. at 2 a.m., and arrives at Gothenburg the same day. The *Stora Lee*

departs from Lennartsforss on Wednesd. at 6 a.m., arriving at Westra Ed at 5 p.m., and returns from there on Frid. at 8 a.m., calling at Strand and other intermediate stations, as far up as Töksfors and Fölsbyn. The whole route on the Dalsland canal and lakes is bordered by wild and romantic scenery, and from Westra Ed and the adjacent station of *Kolslätt*, roads diverge in different directions. On leaving Lund our main route progresses to

Torpane, 1⅜ m., and thence to

ÅMÅL, 1½ m., a town on the Wenern with about 1700 inhab. and a small but secure harbour. Exports of corn, iron, and wood to Gothenburg. Steamers to that port by Wenersborg, and to Arvika by Seffle canal. A short distance from this town the road enters the province of Wermland.

Afvelsäter. 1 m.

Gustafskrog, 1¼ m. On this stage the Seffle canal is crossed, through which the Gothenburg steamers proceed up to Arvika and back.

Malöga, 1⅞ m. From hence the road keeps along a branch of the Wenern for some distance, then crosses it, and soon after takes a N.E. course, and crosses the Nors river near

Lillnor, 1⅝ m. Here the road turns off nearly S.E. to

CARLSTAD, 1½ m. See Rte. 67, which is joined here.

ROUTE 72.

STOCKHOLM TO FALUN, BY WAY OF WESTERÅS.

Mail-coaches start from the post-office in Stockholm. The road passes by the N. gate to

†* *Barkarby*, 1½ m.

† *Tibble*, 1½ m. Upon this stage the N. arm of lake Mälar, which leads to Sigtuna and Upsala, is crossed at *Stäket* (see Rte. 74) by a long floating bridge, peculiar to Sweden. A small toll is payable by private vehicles.

† *Bolsta*, 1¾ m.

† *Lislena*, 1⅝ m. About the middle of this stage another branch of the Mälar is passed at *Ekolsund*, where there is a post-office, and the coach stops to deliver and receive mail-bags. Hence a steamer departs direct for Stockholm 3 times a week.

†* 1⅛ m. ENKÖPING. This little town has also direct water-communication with Stockholm by means of steamers leaving Enköping every week-day. Passage, 5 hrs.; fare, 3 rdr.

†**Bjuggsta*, 1¾ m. This stage the road crosses *Saga-å*, which divides the shires of Upsala and Westerås, and on the other side of which is Östanbro post-office, where the coach stops to deliver and receive mail-bags.

†**Westerås*, 1⅝ m. Fare from Stockholm 1 rdr. 20 oe. per mile. From this town mail-coaches start for Falun three times a week by way of

†*Hallsta*, 2 m.

†**Sala*, 1⅞ m. This small town, with 3660 inhabitants, is celebrated for its silver-mine, which has furnished specimens to most cabinets of minerals. Worked since 1282, it has yielded millions of pounds, but at present the production does not exceed 3500 to

4000 pounds annually, worth little more than the working expenses. The greatest depth of this mine is 150 fathoms, and the many workings and galleries excavated in the course of centuries, are well worth descending to see. Near the town is a very charming parsonage and the manor of *Wäsby*, formerly a royal domain, and often the residence of Gustavus I. and Gustavus II. The grove where the latter is said to have first declared his love to Ebba Brahe, is still carefully preserved. It is beautiful to see how everything connected with the memory of Gustavus Adolphus is enshrined in the heart of every true Swede. About a mile S.W. of the town is *Sätra*, a mineral spring which is much frequented and surrounded with a pretty park.

A shorter way from Stockholm to Sala, when travelling post, is by *Bolsta* to *Tunalund*, 1⅜ m., *Wångsjö* 1¼ m., *Karleby* 1⅜ m., *Tärnaby* 1⅜ m., *Sala* 1½ m.

After leaving Sala, the beauty of the scenery on this road increases as it proceeds N. Westmanland is considered to be better farmed than any other district in Sweden, and many fine examples of cultivation may be seen upon the portion of it through which this route passes. The houses of the farmers and peasants also display great neatness and comfort. Next are reached in succession

†*Bråddbo*, 1$\frac{3}{16}$ m.

†*Brovallen*, 1¾ m., across the frontier of Dalecarlia.

†*Avesta*, 1½ m. On this stage the Dal river is crossed by a raft-bridge, a little above the point where it expands into a lake of a most irregular form, with numerous and richly wooded highlands. The length of this picturesque lake to its junction with the sea at Elfkarleby, is about 55 Eng. m. Avesta is a large factory, belonging to the Falun Mining community, with refining furnaces and rolling-mills for copper, forging-hammers, ironfoundry, &c., and with its post-office, shops, and other buildings, has quite the appearance of a little town. Three quarters of a mile S.E. is *Brunnbäck*, at a beautiful part of the Dal river, and famous as the place where, in 1521, Gustavus Wasa and his Dalecarlians gained their first decisive victory over the Danish invaders. Quitting Avesta, our route now follows the l. bank of the Dal to

†*Grådö*, 1½ m., where the river is again crossed on a raft-bridge, near where it issues from the Häfran lake, which is then in sight on the right and on to

†**Hedemora*, ½ m. A small town with 1180 inhab., but the oldest in Dalecarlia. It is uninteresting, apart from the beauty of the scenery around it. The inn here is decent, and the food tolerable. E. from the town is *Garpenberg* ironwerks, and N. of this *Dormsjö* and *Kloster* powder-mills on the Flinö lake. (For the road to Leksand on the way to Elfdal, see Rte. 74.) The country from here to Falun is a chain of small valleys, generally with a lake at the bottom of each. They are only divided from each other by gentle elevations. The poverty of the houses and barrenness of the soil increase in proportion as the scenery becomes wilder and more picturesque. In going from Hedemora, the Dal is again crossed at

†*Uppbo*, 1½ m., and at the next station

†*Strand*, 1¼ m., the lake Runn commences, round the E. bank of which the road continues all the way to

†**Falun*, 2 m.

N.B. In tracing the routes of the mail-coaches, it will be understood that the same stations serve for travelling post at any time, which gives more leisure for seeing the country and stopping wherever it may be desired, besides obviating the necessity of travelling by night. The coaches, moreover, rarely carry more than 2 passengers, and the seats are therefore

often occupied when wanted. For expedition and saving of trouble, however, this mode of conveyance is generally preferred. The fare between Westerås and Falun is 1 rdr. per mile.

ROUTE 73.

STOCKHOLM TO FALUN BY WAY OF SMEDJEBACKEN.

By the canalisation of the river Kolbäck, direct steam communication has been opened between Stockholm and lake Barken in the mining districts of Dalecarlia, to within 6½ m. by road, to Falun. This route is so much frequented, that 6 steamers are engaged in the traffic, occupying about 24 hrs. in the passage. Fares, 11 rdr. for a cabin berth; children under 12 years half-price. These steamers, following the same course along Lake Mälar as the Westerås boats, pass by the fjord of that name, and further on, the manor-house of *Wickhus*, *Tidö*, with an old castle built by Bo Johnson Grip, and a mansion erected by Axel Oxenstjerna, in which the great chancellor's audience-chamber is still preserved, *Fiholm*, an ancient seat of the Westerås bishops, the beautiful island of *Nyckelö*, and beyond that reach

Strömsholm, at the mouth of Kolbäck river, 13 m. from Stockholm. This place is a royal domain, with a palace, originally built by Gustavus Wasa, and where his dowager queen, Catherine Stenbock, survived him and all his sons, until 1621, only eleven years before the death of Gustavus Adolphus. The present palace, erected after a design of Tessin, by Hedvig Eleonora, queen of Charles X., was a favourite hunting residence of Charles XI., and is prettily situated on an island. Strömsholm is now an establishment for the breeding of horses. There is also a loading-pier, with a weighing-office for metals, a post-office, &c. Apartments and board for travellers can be had at the house of Mr. W. Nyberg.

The steamer here enters the *Strömsholm canal*, which was finally completed in 1859. It is 10 m. in length, 7 ft. in depth, and has 32 locks. The river has been partly utilised in its construction, and the rapids and falls avoided by cuttings; at other places the canal runs through a succession of lakes. The scenery on both banks is beautifully diversified, and altogether this is one of the most lovely steam-routes that can be found in Sweden. The steamers *Norberg* and *Dalarne* continue their passage from Strömsholm about 2 a.m., when, in the middle of summer, daylight is breaking, so that the surrounding scenery is before the eyes of an early riser all the way. The first station the steamer touches at is called *Skanzen;* next come *Surahammar*, *Ramnäs*, *Seglingsberg* and *Wirsbo*, all of them iron-works. The steamer has now entered the long and narrow lake *Amänningen*, and at noon reaches *Engelsberg*, whence a railway leads into the important mining district of *Norberg*, terminating at a point not far from Avesta (see Rte. 72). Higher up, on the opposite shore lies *Westanfors*, and at *Sembla* a cutting connects this water with lake *Barken*. At Söderbärke, the next landing-place, the picturesque situation of its ch. and parsonage is much admired, and by 5 p.m. the journey ends in the N.W. corner of Barken, at

Smedjebacken, a small town, but with a lively trade for its size. The whole neighbourhood is filled with mines and furnaces. A short railway is made from the town, over and along numerous lakes, and through most pic-

turesque scenery to *Marnäs* and *Ludvika* ch. on the extensive lake *Wessman*, which is the last link in this chain of communications into the remote mountains of Dalecarlia.

From Smedjebacken to Falun the distance is 5 m., and has to be travelled post. The stations are:

†**Bommarsbo*, 1½ m.

†*Rusgården*, 1 m. From hence a cross-road runs to Säter, 1½ m., and Hedemora 1½ m. (see Rte. 72). SÄTER, a small town with about 500 inhab., has very fair accommodation for travellers at the post station, and it is chiefly visited on account of its charming situation, by a little river running from lake *Ljustern* into the Dal river, at the end of the beautiful *Säter's valley*. A quarter of a mile off are the iron-mines of *Bispberg*, with remarkable machinery by Polhem, and a splendid view from the top of the mountain, far away to lake Runn and Falun on one side, and Hedemora on the other. From Rusgården to

†**Buskåker* is 1⅞ m., and thence to

†*FALUN, 2⅛ m. (for description see Rte. 74.)

ROUTE 74.

STOCKHOLM TO UPSALA, THE DANNEMORA IRON-MINES, GEFLE, THE COPPER-MINES AT FALUN, AND THE PORPHYRY WORKS AT ELFDAL, IN DALECARLIA — BY STEAMER OR RAIL.

A. This route is, perhaps, the most interesting in Sweden, and no one who has time to take it, should quit the country without doing so. Steamers from Riddarholmen every morning reach Upsala in 5¼ hrs., calling at many places on their way. First-class fare the whole journey, 2 rdr. Passing through Nockeby bridge, the steamer proceeds up the most N. branch of the Mälar, which is very winding and irregular in form, having many bays and small islands, and divided by name into several "fjords." First comes Lammar-fjord, next Löfsta-fjord, where the steamer stops at the fine mansion of *Riddersvik;* then Görväl-fjord, on which is situated a château of the same name, built by duke Adolphus John, a brother of Charles X., while opposite lies *Lennartsnäs*, formerly the property of Marshal Lennart Torstenson, of Thirty Years' War celebrity. Between this fjord and that of Skarfven, is a narrow strait called *Stäket* (see Index), in the middle of which rises on an island, the mansion of *Almare-Stäk*, in olden time a fortress to defend the fairway, which was destroyed by the Esthonians in 1188, afterwards a castle belonging to the archbishops of Upsala, which was levelled to the ground by Sten Sture in 1517. Near Runsa, one of the stations on Skarfven, at the head of a deep bay, is the royal palace of *Rosersberg* (see Index); further on, past Steninge, and in about 4 hrs. from Stockholm, the steamer arrives at

SIGTUNA. The station-house is small, but lodgings may readily be obtained at a private house. The town of Sigtuna, founded according to the legends, by Sigge Fridulfsson, the historical Odin, at a neighbouring spot which now bears the name of *Signildsberg*, was destroyed by the Norwegian king, Olof Haraldson, in 1007, and afterwards rebuilt on its present site, by Olof Skötkonung. In its best days the town is said to have had 10,000 inhabitants, but in 1188 it was destroyed by the Esthonians, and its gates of silver (probably belonging to one of the numerous churches), are at present a trophy in

Novgorod (?). The foundation of Stockholm was the ultimate ruin of Sigtuna, and this ancient capital of Sweden, is now little more than a village with scarcely 500 inhabitants. Still the ruins of *Petri, Laurentii, Olai,* and *Nicolai churches,* as well as the dilapidated parish church, formerly part of a Dominican convent, are interesting to the antiquary. The walks among the woods and rocks in the neighbourhood are charming, and command extensive views of the lake. About half an hour from Sigtuna, up the lake towards Upsala is

Skokloster, the large antique château of the Brahe family, lineal descendants of the great astronomer, Tycho Brahe, and likewise of the Count Brahe, who commanded the centre of the Swedish army under Gustavus Adolphus at Lützen, and there fell with his royal master. On a signal from the steamer a boat puts off from the château for passengers who wish to land there. Beds and food may be obtained at the Inspector's house, close to the château, which the family most kindly allow to be seen, whether they are residing there are not. The usual fee to the attendant is 3 rdr.

Skokloster was built about 1630, by Charles Gustavus Wrangel, one of the most celebrated Swedish generals of the Thirty Years' War. It forms a quadrangle, with octagon towers at each corner, and an open court in the centre, all the best rooms being on the first floor. Placed on a high bank, it commands fine views over the Mälar Lake and distant country. The gardens are well kept, and contain a fine avenue of lime-trees. This château came into the Brahe family by marriage with that of Wrangel.

The collections here are extensive and interesting, including a number of portraits of celebrated Swedes, of Scotch companions in arms of the founder, and of members of the family. Amongst the latter are Tycho Brahe and the lovely Ebba Brahe, to whom Gustavus Adolphus was so fondly attached that he would have made her his queen, but for the schemes of his mother who, during his absence, married her to Jacob de la Gardie. Several of the king's letters to Ebba Brahe are still preserved in the library here. One room is devoted to souvenirs of numerous sovereigns and other illustrious visitors. The drawing-room ceiling is a very elaborate specimen of the decoration in vogue during the 17th centy There is some fine tapestry, much of which is used as carpets! A rare old cabinet of inlaid work, the subjects coloured and in high relief, is of Bavarian workmanship, and a prize of the Thirty Years' War. Other cabinets contain a variety of costly objects of art, such as old drinking-cups, curiosities in amber, cornelian, and ivory, Venetian glass, &c. The library contains about 23,000 volumes, besides the largest private collection of manuscripts in Sweden, and the armoury is equally of great value, containing 1150 firearms of all descriptions and an immense number of swords, sabres, poniards, &c., some incrusted with gold and precious stones; others of historical interest, such as the shield of the Emperor Charles V., taken at Prague, and for the elaborate design of the subjects in relief upon it and their exquisite finish, meriting attentive examination, as one of the finest works of Benvenuto Cellini; the sword of the Bohemian Hussite chief Ziska; the beheading sword used at the execution of nobles at Linköping, &c.

Those who are desirous of giving only two days to Upsala and this interesting château, had better go direct from Stockholm to Upsala, where the boat arrives at ½-past 2. On arriving there, order a carriage to be ready at 7, drive to the château of Krusenberg, at the back of which there is a fisherman's hut, where a boat can be obtained across the lake to Skokloster, which may thus be reached in 3 hrs. from Upsala. See the château early on the following morning, and take the steamer on its way to Stockholm at 10.

The carriage and horses from Upsala cost about 6 rdr., and the boat from Krusenberg 2 rdr.

On leaving Skokloster the banks of the lake become more cultivated towards the head of it, called Ekolnfjord, on the l. of which are seen several churches, and on the rt. *Kungshamn*, said to have been the naval station of the old Upsala kings. A little further on, the steamer, passing through *Flötsund* bridge, enters a small stream, the *Fyris*, the waters of which, tinged with a yellow mud, irrigate the historical plain of Fyriswall. To the rt. are now seen Danmarks, Waxala, and Old Upsala churches; to the l. *Ultuna* Agricultural Institute; and not until he is actually in the midst of the town, does the traveller realise, by the massive outlines of the castle and the cathedral, that he is in

UPSALA.

A shorter and more expeditious route from Stockholm to Upsala, is by the *Northern railway*, completed so far —a little over 6 m.—in August, 1866, and to be further extended to some station on the Gefle-Dala rly. From the Northern terminus, at the back of the Horticultural Society's Gardens, Drottninggatan, trains leave for Upsala three times daily, calling at the following stations (distances in Sw. miles and decimal fractions from Stockholm):—

Jerfva, 0.7 m.
Rotebro, 1.8 m.
Wäsby, 2.3 m.
Rosersberg, 3 m.
Märsta, 3.4 m.
Kniftsta, 4.5 m.
Bergsbrunna, 5.5 m.
Upsala, 6.2 m.

Fares to Upsala: 4 rdr. 65 oe., 1st class; 3 rdr. 10 oe., 2nd class; 1 rdr. 55 oe., 3rd class.

Return trains from Upsala: three times daily.

Inns: Stadshotellet, in Drottninggan, No. 9, best; *Gamla Gästgifvaregården*, Drottninggatan, No. 12; *Hotel Upland*, near Dombron bridge; apartments, 1 rdr. and 1 rdr. 50 oe. per day; other restaurants: *Upsala Gille*, W. Ågatan, No. 8, has a club-room with foreign newspapers; subscription, 1 rdr. per month; single admission, 50 oe.; *Löfs Källare*, W. Ågatan, No. 7. Cafés, with Swedish newspapers, several.

Post Office in Upper Slottsgatan, corner of Carolina Hill; letter-boxes in various parts of the town.

Telegraph Office near the railway station.

Livery stables at 6, 8, 9, and 10, Drottninggatan: 20 and 25, Kungsänggatan; 4 and 8, Jernbrogatan; 3, Wretgränd. Stand at Strömparterren. The usual charges are: to *Eklundshof*, 25 oe.; to *Gamla Upsala* and back, 2 rdr. for a one-horse and 4 rdr. for a two-horse conveyance: to *Dannemora* and *Österby* and back, 10 to 13 rdr. for one horse, for a small carriage and pair 20 rdr., for a larger 25 rdr. To visit Old Upsala 2 hrs. at most are required. The journey to Dannemora, 4½ m. from Upsala, and back, can be made in a day with a light carriage; with a heavier the return must be deferred till next day. Lodgings for the night can be had at the inn at Österby. The best time to visit the mines is at noon, when the miners come up and all the charges are fired.

Upsala is the residence of the archbishop of Sweden and the governor of the shire; has a University and about 11,156 Inhab. Its name was originally, *Östra Aros* (E. river-mouth), to distinguish it from *Westra Aros*, now Westerås; but after the destruction of the great pagan temple at Old Upsala (*the lofty halls*) higher up the river, the name, and in a great measure the importance, of this ancient metropolis became transferred to the present town, and though, upon the rise of Stockholm, the royal residence was fixed there, the kings were for a long time afterwards crowned in what may still be termed the ecclesiastical capital of Sweden, which is so intimately con-

nected with many of the leading events recorded in its history.

Most of the principal buildings in Upsala are upon a high ridge of ground on the W. side of the town, whence fine views are obtained over the apparently boundless plain to the N. and E.

The *Cathedral* (Domkyrka) is the great attraction here. It is of brick, in the Gothic style, and in the days of its glory was a beautiful structure; even now it is of the highest interest, spite of the restorations it has undergone, and those generally in the worst taste.

This cathedral was commenced in 1260, and finished in 1435. A French architect, Etienne Bonneuil, furnished the plan, which was not adhered to after his death. Its extreme interior length is 370 ft. by 106 to 140 ft. wide; height in the choir 90 ft. Formerly it had three towers, one in the centre and two at the N. end, crowned with Gothic spires, 400 ft. high, and of elaborate design. These were destroyed by the last great fire in 1702, and replaced by the two square towers, 180 ft. high, now flanking the N. entrance, not at all in keeping with the pointed architecture of the body of the edifice. The proportions of the interior are very pleasing; the nave and choir are supported by 24 columns, the capitals of some of them decorated with animals of most grotesque form and in high relief. To the rt. of the altar is placed, within a screen, the relics of *St. Eric* in a shrine of silver. The tomb of *Gustavus Wasa* and his two first queens (3 marble recumbent effigies flanked by obelisks at the corner), is in the Gustavian chapel behind the altar, and has been decorated with much skill and good taste. The surrounding walls are painted in fresco by Professor Sandberg, representing, in 7 compartments, as many leading events in the life of Gustavus: 1st, commencing from the N. side, the Triumphal entry of Gustavus into Stockholm; 2nd, the Battle between the Dalecarlians and Danes; 3rd, Gustavus before the Town-council of Lubeck; 4th, in Disguise as a Dalecarlian peasant; 5th, his Harangue to the Peasants; 6th, Presentation of the Bible to him; and 7th, his Address from the Throne to his last Parliament. The vaulting of the chapel is sprinkled with gold stars on a blue ground. "The sculptured gravestone of Birger Pehrson, lagman of Upland, father of St. Brita, lies in the adjoining chapel, date 1328, much resembling our English brasses of that period. Birger, in full chain-armour, tramples under foot a lion. From beneath the petticoats of Lady Ingeborg peeps forth a little monster; around are small figures of their seven children, among whom appears Brita with her hair down — a sign of grief. Next comes the chapel of King John, whose monument, after being shipwrecked—fished up again, remaining for years forgotten in a Dantzig warehouse—was set up, crownless and sceptreless, by Gustavus III. Though the figure, by Tuscan Donatelli, is worthy of that master, the castrum is of wood and the ornaments a regular makeshift—cherubims holding helmet and gauntlet, ladies with flowers, David with his harp, Melchisedec with bread and wine—such an incongruous assemblage as never before was seen. Queen Catherine Jagellonica lies alone, on a fine monument beneath a crown suspended from the ceiling. An archway supported by marble columns, and hung with gilt emblazoned plates of arms, forms the background." — *Marryat*, 'One Year in Sweden,' p. 150. Several of the great generals who served under Gustavus Adolphus are likewise buried here, and in the chapel of Gustaf Banér lie the remains of *Linnæus*, under a fine mural tablet of red porphyry, with a medallion bronze portrait of the great botanist, by Sergel. Beneath a plain tombstone lies buried the reformer *Laurentius Petri*, first Lutheran archbishop of Upsala. Various objects of much value, and others of historical interest, are shown by the *sacristan*.

Amongst them are the sacrament service of gold and silver, the crowns and sceptres of John III. and his queen, a cup of pure gold between 2 and 3 ft. high; a statue of the Scandinavian god Thor, a collection of chasubles and other vestments, &c. The cathedral can be seen by giving notice to the sacristan, who lives near.

The archbishop of Upsala is the primate of all Sweden; prior to the Reformation, finally established under Gustavus Wasa, 1529, the revenues of this see were very great.

Close by the cathedral is the still older *Trinity Ch.*, now belonging to the adjoining country parish, and situated in a park called *Odin's lund*, where an obelisk has been raised by Charles XIV. in memory of Gustavus Adolphus, as the great patron and second founder of the university.

The *University* of Upsala was founded by the Administrator Sten Sture the elder, in 1477, one year before that at Copenhagen. The students, about 1200 in number, are divided into *nations*, according to the different provinces to which they belong, each having a building of its own, but their lodgings are in private houses. They are distinguished by their white caps, with a narrow band of black and a small rosette of the Swedish national colours in front. The total cost of a student's expenses here during the two annual terms, is estimated at 60*l*. No one in Sweden can enter the clerical, medical, or legal profession without having taken his degree at Upsala or Lund, and, according to Laing, it is calculated that of the total male population of the kingdom 1 in every 668 enjoys a university education. The late king Oscar was brought up at this university, residing, whilst here, at the archbishop's palace. The chief buildings belonging to the university are:

The *Gustavian Academy*, erected by Gustavus Adolphus, and now containing a large lecture-room, museums, cabinets of curiosities, &c.

The *Carolina Rediviva*, a very handsome building, erected by Charles XIV., is chiefly occupied by the library, containing at least 150,000 volumes and 7000 to 8000 manuscripts. Amongst the latter is "the celebrated *Codex Argenteus*, being a copy of the 4 Gospels, as translated into the Mœso-Gothic language by bishop Ulphilas, at the latter end of the 4th centy. It is written in letters of silver (whence its name) upon vellum of a pale purple colour: the characters are nearly identical with the Runic. It is interesting and highly valuable, as the oldest monument of the Teutonic language, which was first written by bishop Ulphilas, who thus fixed the standard of the Gothic tongue. This copy was probably made by Ostro-Gothic scribes in Italy, at the end of the 5th or beginning of the 6th centy."—*H. L.* It belonged originally to an abbey in Westphalia. How such a treasure came there, no record exists to tell. From thence it went to Cologne and subsequently to Prague, where it fell into the hands of Königsmark, at the capture of that city. Again it wandered with the learned Vossius to Amsterdam, and upon his death (1669) was purchased by the Swedish chancellor De la Gardie, who presented it to the University of Upsala. The 11 leaves which long were missing, have lately been recovered, thus making up the original number of 188, and the preservation of so ancient a manuscript is marvellous. Here also may be seen an old Icelandic Edda, the Holy Book of the Druses, the most complete copy in Europe, a Bible containing autograph annotations of Luther and Melanchthon, the Journal of Linnæus, and the first book ever printed in Sweden, *Dialogus Creaturarum moralizatus*, 1487. The library is particularly rich in foreign, as well as native works, and the whole are admirably arranged and kept. Students and residents in the town are allowed to read here. In a small room adjoining the library are preserved a few relics and portraits of some of the late dynasty, and amongst

the latter is the only authentic likeness of Gustavus Wasa. There is also the famous Italian cabinet, which, like many other curiosities in Sweden, was taken by the great Gustavus Adolphus during the Thirty Years' War, and presented to the university of Upsala by his daughter Christina. A large hall in the upper story is used for conferring academic degrees and as a concert-room, and from the roof a most extensive view is obtained.

In the *Carolina Park*, adjoining this building, is a bust in bronze of *Charles XIV.*, by Fogelberg, and at the other end a building appertaining to the *Faculty of Chemistry*. The *Botanical Garden* is a short distance on the W. of the library. It contains a museum of natural history, but it is not rich in specimens, nor are they well kept. There is a little temple in the gardens, with a good statue of Linnæus, by Byström, representing him in the act of lecturing upon his favourite flower, the Linnæa Borealis. The forcing houses are extensive and well filled. The old botanical gardens, with the *House of Linnæus*, are across the stream on the E. side of the town.

With exception of the library, which is only open from 11 to 1, the various collections, &c., of the university can be seen at any time of the day, by giving notice to the respective custodians. The easiest way for the traveller to do so is through the landlord of his hotel.

The *Castle*, erected by Gustavus Wasa, remains in the half-ruinous state to which it was reduced by the fire of 1702. Only a portion of the building has been so far restored as to serve as a residence for the governor of the shire of Upsala. Formerly it was the scene of many coronation pageants, and also of Queen Christina's abdication. Svante Sture and his son Nils, were murdered here by Eric XIV., in a fit of madness. In the courtyard is a colossal statue, in bronze, of Gustavus Wasa, mounted on a pedestal formed of cannon taken from the Russians.

For persons fond of literary or scientific pursuits, Upsala has great attractions. It is a very healthy place, exceedingly cheap; the library, we have seen, is most extensive; and foreigners are received by the professors in the kindest and most friendly manner. The houses in the town are mostly of wood, and very neatly kept. They are comfortable, being warmer in winter and cooler in summer than dwellings of brick or stone.

Excursions from Upsala.

Old Upsala is about 3 Eng. m. N. of the town. It is now reduced to a small village, but, next to Sigtuna, is of the highest antiquarian interest. It was here, after the dynasty and worship of Odin were firmly established in the country, that the national temple was erected, and the great sacrifices annually made. Here, likewise, justice was personally administered by the kings and the tings, or great assemblies of the people, were held. A sacred wood then surrounded the temple, and sacrifices of every description were made to propitiate the deities worshipped there, human blood being the most acceptable to them. On some occasions parents even immolated their children. An account exists of 72 bodies of men and animals having been seen at the same time suspended from the trees of this sacred wood. The temple was resplendent with gold, and the interior decorated with the statues of Odin, Thor, and Frey. Even after the lapse of 10 cents., the name of Odin still lingers among the peasantry, though now only as a demon, and as such often used for that of the devil. Thus, "go to Odin," is in common use, and in some districts the country people still leave a bundle of hay for Odin's horses (Geyer's *Sweden*, p. 48). The little granite ch. at this place is very old so old that it is conjectured part of it

walls may have belonged to the ancient pagan temple.

Still older, probably, are the three large and remarkable tumuli near this ch., 60 ft. high and 232 ft. in diameter, in which tradition avers that Odin, Thor, and Frey lie buried. That they have been formed by the hand of man and anciently used as burial-places is put beyond doubt by excavations made a few years ago. By the side of these *Kungshögar*, is a smaller one, called the *Tingshög*, on which in heathen times was placed the king's chair, from which he harangued the assembled multitude. The whole neighbourhood is, besides, dotted over with lesser tumuli, and Olof Rudbeck relates that, within the circuit of 1 m. from old Upsala, he counted as many as 12,370 of them.

The *Mora stones* are about 1 m. from the city of Upsala, in what is called the king's meadow, the spot where in ancient times the kings were elected and received the homage of their subjects, by *Wapenbrak*, or a mighty clashing of swords against shields, as the new-elected king mounted the homage stone to show himself to the people. The oldest homage stone had disappeared already in the time of Gustavus Wasa. It was usual, on each occasion, to place beside it a smaller stone, with the name of the new king engraved on it. Ten of these stones remain, but not all of them are considered genuine. Gustavus III. caused this interesting national monument to be enclosed by a plain stone building, on the ceiling of which are inscribed the various elections of kings made at the Mora stones by the voice of the people; they are eight in all, from Stenkil, 1060, to Christian I. in 1457, besides Sten Sture, who, in 1512, was here chosen administrator of the kingdom, but undoubtedly many more elections took place on the same spot in still remoter times.

Not far from Mora stones, in the parish of Danmark, lies the unpretending country house of *Hammarby*, the favourite residence of Linnæus, where he lectured to a numerous auditory both of Swedes and foreigners, and which is now a sort of Linnæan museum, with the apartments still preserved in the same state as when occupied by the great naturalist; his doctor's hat, even, remaining on a table. The lecture-room is still there, but his invaluable collections were sold to England, to the great mortification of Gustavus III., who sent a frigate in pursuit of the vessel by which they had been shipped off, to bring the treasure back, but too late.

The *Dannemora Iron-Mines.* If only for a short visit, a hired conveyance from Upsala is the most convenient (see above). If travelling further, or a longer stay, are contemplated, posting may be preferable. The stations on the road are—

Husby, 1½ m.

Andersby, 2¼ m. On this stage the great Brahe estate of *Salesta*, with a fine mansion, is passed.

Dannemora, 1¼ m.

This road lies across the great plain of Upsala to the N.E. Fine views of the city are obtained; the cathedral and other large buildings standing out in bold relief against the sky. Soon after passing the first stage, the road is carried along the E. side of the Dannemora Lake for some distance, and the scenery becomes more picturesque as Österby is approached, in the neighbourhood of which are the principal mines. The metal produced from them is esteemed the best in Europe, and is extensively used in England for the manufacture of steel; the ore yields from 40 to 70 per cent. of iron. There are mines also near Söderby in this district, besides the larger ones near Österby, and those who take interest in works of this description will be amply repaid for the fatigue and trouble of exploring them. The entrance to the chief mine near Söderby is by a large excavation, 200 yards in length, and of considerable width;

and at different points on the edge of this chasm, small platforms are erected which project over it, and upon these the cranes are fixed, by means of which the buckets containing the miners and the ore are raised and lowered. The ropes used are of iron wire, and the machinery is worked by horses. The depth of the chasm is about 500 ft., and there are two modes of descending, either in a bucket, or by a succession of 19 ladders. Although perilous in appearance, there is little, if any danger, as accidents by either descent are almost unknown. It is necessary to be well wrapped up, for huge masses of ice fill up many of the lower depths, which the sun's rays never reach. From the bottom several galleries are formed, which lead to excavations now in work. The ore is obtained by blasting, and the continual explosions and smoke of the powder add to the infernal character of the scene. The large mining field of Dannemora is not situated in a mountainous district, but in a marshy plain, the adjoining lake being at a 28 ft. higher level, and only prevented from flooding the mine by a dam of hewn granite, in places 38 ft. high.

The Forges of Österby should also be visited. They are about 1 Eng. m. from Dannemora, and amidst highly picturesque scenery. Here the ore is smelted by charcoal, and the iron prepaerd for exportation. The château of *Österby* is in grand style; its library and picture gallery are well worth seeing, and easily accessible. There is a good inn at Österby, and the place, with its many buildings and workshops, is like a little town. Another establishment of the same description and still greater magnitude is *Leufsta*, belonging to the family of De Geer, and peopled by about 1200 inhabitants, not far from Österby. *Forsmark*, *Harg*, *Gimo*, *Skebo*, and other places designated by the common name of the Dannemora works are in the neighbourhood, as is also the castle of *Örbyhus*, to which a far different interest is attached, for it was here that the unfortunate captive Eric XIV. was poisoned by order of his royal brother in 1577.

From Österby travellers can proceed by Häkanbo 1½ m., Skärplinge 1¾ m., and Elfkarlsby 2⅜ m., to Gefle 2½ m.; but the more direct road from Upsala is by

† *Högsta*, 1$\frac{5}{16}$ m.

†* *Läby*, 1¼ m.

† *Yfre*, 2⅛ m.

† *Mehede*, 1½ m. Here the road joins the noble Dal River, which forms a lake of great length, containing many small islands, and continues along it through most picturesque scenery, to

† *Elfkarleby*, 2½ m. At this place is a valuable salmon fishery, and the Dal forms some splendid cascades, close to its junction with the Gulf of Bothnia, which is but a short distance from hence. These cascades are considered next in importance to the Falls of Trollhättan. The scenery around is also most beautiful, and, as such, one of the most celebrated spots in Sweden. The king has a park and manor here. Crossing the Dal the road keeps along the l. bank for some distance, and then along the coast of the gulf till near.

†* GEFLE, 2½ m. Residence of the governor of the shire of Gefleborg. Shipbuilding is carried on here to a considerable extent. The harbour is excellent. The chief exports are timber and iron; imports grain and salt. The town was one of the prettiest in Sweden, with 11,600 inhab., but was almost totally destroyed by fire in the spring of 1869. There is no doubt, however, that it will rapidly rise up again, and even improve in appearance. The site at the mouth of the river Gefla, here separating into three branches and forming two islands of moderate size is at any rate susceptible of being turned to excellent account.

Travellers, in skirting the shores of the Gulf of Bothnia, will have an opportunity of investigating the ex

rious phenomenon of the progressive rising of the land. The fact of this elevation has been investigated by Von Buch and Lyell, and is found to increase as we proceed northward. Beds of shells are found in places 200 ft. above the present level of the Baltic. Here, as well as at Calmar and other places, marks have been placed along the rocks to ascertain the rate of this progressive elevation.

Steamers proceed from Gefle N. and S. along the coast (see Rte, 81). Inland there is now a rly. $8\frac{6}{10}$ m. long to Falun. Trains leave Gefle three times daily, calling at the following stations:

Lund. 0.85 m.

Sandviken. 1.94 m.

Near to this stat. are the *Högbo* works, producing when in full operation 2000 cwt. Bessemer steel per week. The conversion of the pig-iron, which rushes down in molten cascades into the hanging steel furnaces, is worth seeing; a steamhammer of 336 cwt., on an anvil of 420 cwt., forges iron plates of 1100 cwt. in weight; steel guns of 120 cwt. have been cast here, and the rest of the works are on the same scale.

Kungsgården, 2.98 m.

Storvik, 3.72 m.

Robertsholm, 5.48 m.

Korsnäs, 8.10 m.

From Storvik the line runs through a region of forest and stony wastes, along lakes and across three bridges to the last station, near which lie the large steam saw-mills of *Korsnäs, Carlsforss,* and *Näs.* Thence along lakes Runn and Tisken to

FALUN Stat., 8.52 m. from Gefle.

Fares to Falun: 5 rdr. 10 oe. 1st cl.; 4 rdr. 25 oe. 2nd cl.; 2 rdr. 55 oe. 3rd cl.

Return trains from Falun three times a day.

Another road from Upsala to Falun is by the posting stations of

Kölfva, $2\frac{1}{4}$ m.

Brunsätra, $1\frac{1}{2}$ m.

Heby, $1\frac{1}{2}$ m., on to

Sala, 2 m., and thence by the mail-coach route from Westerås (see Rte. 72), to

FALUN. *Inns: Gästgifvaregården; Dala Hotel* also supplies horses and carriages. Mr. Landin, coachbuilder, lets carriages on hire.

Falun, the chief town of Dalecarlia, and residence of the governor of the shire or *län,* which is officially called *Stora Kopparberg* (great copper mountain), as well as of a number of government officials connected with the mines, has 5600 inhab., 2 churches, and several good hotels. Mr. Nordin, bookseller in the great square, gives information to travellers about the town and neighbourhood, and supplies maps, engravings, objects in porphyry, &c. Facilities for inspecting the mines and machinery, &c., are afforded at the mining office, on application, where a guide is appointed and overcoats provided. It is well to have on stout boots, as there are many wet places in the mine. The guide is paid from 3 to 5 rdr., according to the number of visitors and the time occupied.

Dalecarlia, or the Dales, chiefly consist of the two great river-basins and numerous side branches of the Westerdal and Österdal (or W. and E. Dal) rivers, which unite a few miles W. of Falun and there form the Dal. The population of these valleys is about 170,000, and they retain more of their ancient simplicity of manners, dress, and mode of living than the natives of any other part of Sweden. This arises from their isolated position, as well as from the fact of their thinking themselves a superior race to their more lowland neighbours in the S. It is from this district that the industrious peasants migrate in considerable numbers to Stockholm during the summer months. Their ingenuity is equal to their industry, for they are extensive manufacturers of basket-work, tools, clocks, watches, &c., which they sell all over the country.

Falun is essentially a mining town,

and the paucity of vegetation around it affords a striking proof of the influence of the fumes arising from the quantities of copper-ore smelted here. These fumes, however, appear to be a capital preservative against pestilence, cholera, and other epidemics, from which Falun, like Swansea, has been in a remarkable degree exempt, so that the royal court has at times taken refuge here when pestilence raged in Stockholm.

This place is much visited by mineralogists and other men of science, on account of its mines, as well as for the admirable machinery and works for raising and smelting the ore.

The great copper-mines are situated on the W. side of the town; they are the oldest and most celebrated in Europe, having an historical existence of upwards of 600 years; but it is certain that they are much older, probably many centuries. The first public record, however, is in the time of Birger Jarl, when they appear to have been worked by the Lubeckers. In 1388 the powerful Bo Jonsson Grip, marshal of the kingdom, held half of them as a fief under Queen Margaret.

For a number of years the mines produced upwards of 3000 tons of copper annually, but since 1650 the produce has gradually fallen off. In 1690 it was 1900 tons; in 1716, 1230 tons, and during the present century the production has not exceeded 400 tons per annum.

In the year 1750 a regular and systematic mode of working was introduced; prior to that period the robbing system had been pursued, and irregular excavations made in pursuit of the ore.

The principal shafts are—King Frederick's, 200 fathoms deep; King Adolphus Frederick's, 160 fathoms, and Kreutz's shaft, 120 fathoms. The external opening or excavation is not above 300 ft. in depth, but it is of immense extent, being at least 1000 ft. in length and nearly that in breadth, resembling in some degree the form and shape of an inverted cone. About a century back, in consequence of the injudicious mode of the workings that had been carried on, a run took place, and a large quantity of the surface crust fell in, which has left the present extensive chasm or crater, called *Stöten*, from which numerous galleries branch off to the workings in the interior. The descent for the first 46 fathoms is easy enough, as there are regular, though rather slippery, steps to that depth, which lead into some very extensive and magnificent excavations; among others into a large chamber in which a grand dinner was given to Charles John, his queen, and the Crown Prince Oscar, on which occasion the mines were brilliantly illuminated. Further down, the descent is by means of hanging iron ladders. The places to which Gustavus Adolphus, Adolphus Frederick, Gustavus III., Charles John, and King Oscar descended, are marked by their respective names carved in the rock and covered with glass cases. Accidents are rare, but have happened; the most curious being that of a young man, Mathias Israelson, who was lost in 1670, and his body not recovered till 1719, when it was identified by his former sweetheart, then an old woman, and on being exposed to the air became as hard as stone. In this state it was preserved under a glass case, but gradually fell to pieces, and had to be buried in 1740.

Connected with the mines are a mining school, an extensive technical library, a mineral and geological museum, and a model room, which are well worthy of a visit.

After groping among the subterranean wonders of the copper-mines, a ramble amongst the peasantry in the neighbouring villages will be found all the more refreshing, and we shall fall in with many places memorable in the eventful life of the great Liberator Gustavus Wasa. This province may truly be called the cradle of Swedish civil and religious liberty, for here

rose Engelbrecht with his brother miners and swept the oppressors out of the country; here the Stures found their chief support in struggling with the unionists; and here, finally, Gustavus matured, arranged, and commenced, after many wanderings, disguises, and hair-breadth escapes from treachery and his Danish pursuers, to carry out his great plan for the vindication of Swedish independence. At *Rankhyttan*, on the S. shore of Lake Runn, the barn is still standing, where he threshed, disguised as a peasant; at *Ornäs*, also on the Runn, 1¼ m. from Falun, the building is maintained by the State, where he was saved by Barbro Stigsdotter from the treachery of her husband, Arendt Person. The room and the bedstead where he rested are still shown, together with a collection of Dala costumes, portraits and weapons. At *Borggärdet*, 2⅝ m., first station on the high road to Gefle, is the end of the Svartsjö lake, the wooded shores of which sheltered Gustavus when pursued by the spies of Christian II. in 1520. At *Isla*, about ½ m. distant on the E. side of the lake, the barn still exists in which he threshed corn for Sven Elfsson, who discovered, but concealed him; it is still possessed by the trusty Sven's descendants. As we proceed N.W. from Falun, and penetrate further into the recesses of Dalecarlia, fresh mementoes of the hero appear, and the country itself becomes still more interesting. Thus taking the

Route from Falun to Elfdal,

dist. 16 m., or 107 Eng., the road leads through some of the most picturesque scenery of Dalecarlia, and its kind and hospitable inhabitants may be seen to greater advantage than in any other part of the district. The four first stages are through a hilly, well wooded country, with a number of small lakes and farms.' These stages are

†*Smedsbo*, 1⅛ m.

†*Gagnbro*, 1 m. Hence a road diverges S.E., crossing the river Dal, and following its right bank at a little distance to Buskåker, 1⅜ m., and thence to Smedjebacken and Säter (see Rte. 73). Gagnbro is a tolerable station, and would, no doubt, be good head-quarters for a fisherman, but he must provide his own provisions. Better still, perhaps, is

†*Komtillmåtta*, 1½ m. a very good station, close beyond the junction of the E. and W. Dal rivers. This is a very beautiful spot, whence the road continues along the E. Dal, which is 3 times crossed on long floating bridges, past *Gagnef's* ch. and the large village of *Tunsta*, on the Innsjö Lake, through charming scenery to

†**Leksand*, 2¼ m., a large church village with a good inn. This place is beautifully situated at the S.E. corner of the great Siljan Lake, at the point where the E. Dal flows from it into the Innsjö. The ch. of this large Dala parish is a rather imposing structure, and a great place of resort, on Sundays and festivals, for the Dalecarlians from the surrounding villages upon the lake, and it is a most interesting scene to watch their arrival and departure, all dressed in their holiday costume. The boats they use are generally rowed by 8 men and 8 women each, and those who wish to see them arrive should be at the landing-place on the lake (about 5 minutes' walk from Leksand) at 7 a.m. punctually. The church-service begins about 8·30. A little steamer now plies across the Siljan to Mora at its northern extremity; the road runs at some distance from the shore by

†*Utby*, 1½ m. This stage passes over some hills called *Bergsängs-backarna*, from which the view is most extensive as well as beautiful, ranging over the wide expanse of the Siljan and its picturesque shores. The road, on leaving

Utby, runs along an arm of the lake to the large village of

Wickarby, 1¼ m. passing by *Rättvik's* ch., large and handsome, like Leksand's and *Lerdal*, one of the most picturesque spots in Dalecarlia. Hence a sturdy pedestrian, who admires wild beauty of scenery, can make his way to *Ofvanmyra*, 1¾ m. and *Boda Chapel*, near which is a waterfall of 200 feet.

Garsås, 1¼ m., is the first station in the large parish of Mora, and thence by the villages of *Nynäs* and *Fürnäs* to *Mora Noret*, where the Orsa Lake, in a broad stream, empties itself into Siljan and

*† *Mora*, 2 m., another great village, more resembling a town, with a large handsome ch., roofed in copper; parsonage, post-office, schools, and an hotel (*Christineberg*), such as one would scarcely expect to meet with so high up in the "Dales." Leksand, Rättvik, and Mora are all remarkable places in the history of Gustavus Wasa; not far from Mora, on a ness projecting into the Siljan, is *Utmeland* where he was saved from the Danish spies by the presence of mind of Tomt-Maths Larsson's wife, who concealed him in the cellar, and rolled an ale-tub over the trap-door. There is a small building erected over this cellar by way of a monument, adorned on the outside with the arms of Sweden and its provinces, and on the inside with the arms of Wasa, and three paintings—one by Höckert, of the scene in this very cellar; one by Edw. Bergh, of the flight from Ornäs; and one by his present Majesty, Charles XV., representing the incident at the village of Sälen, where, despairing of his country and traversing the wilds into Norway, the Liberator was found and brought back by the repentant Dalecarlians. This monument can be seen at any time. The place is likewise shown where Gustavus, and after him Gustavus III., aping his great progenitor, harangued the assembled people—a place which must not be confounded, as sometimes has been done, with the Mora stones near Upsala. The road continues by

Garberg, 2 m. to

Elfdal, 1⅝ m. The porphyry works are about 1 Eng. m. N. of this station, where the great vase at Rosendal and the sarcophagus of Charles John, in the Riddarholm's ch., Stockholm, were manufactured, and specimens of the numerous varieties of porphyry found in this neighbourhood may be purchased. Many of them are of the most beautiful description and bear the finest polish. The scenery around here is also very picturesque, and the numerous falls and cataracts, formed by the Dal, add much to the beauties of the landscape. To the N. and E. of Elfdal traces of human industry become much less frequent; mountain, ravine, cataract, and pine-forest, follow each other in endless succession. The *shooting* in these forests is highly spoken of, the bear and elk being at times met with in them, besides the capercailzie and the hazel-hen. The richly-wooded and wild range of country, which lies to the S.W. of Elfdal, between the W. Dal and Clar rivers is very thinly inhabited, and here wild beasts, together with most kinds of game, are fully as numerous as in any other part of Sweden. Mr. Lloyd, who has been a sportsman in these regions nearly all his life, speaks highly of the fishing in the W. Dal and by its numerous waterfalls. "The inhabitants in the neighbourhood of the W. Dal are a more quick and lively race than those of the E. Dal, so much so that they seem to be of a different origin."—*Le Bas*, 'Sweden,' p. 481.

Those who wish to see more of the Dalecarlians, and the wildest and most magnificent scenery their country affords, should proceed two stages up the E. Dal from Elfdal to

Asen, 1⅝ m. and

Särna, 6⅛ m., and then cross the country to the W. Dal, and keeping down the noble valley through which that river runs, by *Lima*, *Malung*,

Jerna, and *Floda*, to its junction with the E. Dal at *Djursås*, and so back to Falun, thus making the complete tour of Dalecarlia.

Routes to Norway.

Travellers who are unencumbered with carriage, and desire to proceed in the most direct manner to Röraas in Norway, may do so by the mountain paths up the valley of the E. Dal from Särna to *Idre*, 3 m., where the last vestige of a road ends; over the mountains to *Drevsoehytte*, at the foot of the Fœmund Lake; up that lake to its head near *Norvig*, and there take another path which leads through the mountains to *Röraas*, the whole distance from Elfdal this way being 25 Sw. or 170 Eng. m.; but no one should attempt it who is not able to bear a considerable amount of fatigue and privation.

Another route leads from Elfdal, by *Garberg* 1⅝, *Orsa* 2¾, *Skatungeby* 1½, *Arfvet* 1⅞, *Furudal* 1, *Böle* 2, *Einstuga* 1¾, *Edsby* 1¾, *Alfta* 1⅝, *Heden* 1⅞, and *Glösbo* 1⅞ to *Mo Myskie*†*, where it joins the highway to *Sundswall*, and thence to *Torneå* or *Trondhjem*. On this cross route both private vehicles and förbud are very necessary precautions. The station-house of Mo Myskie is said to be very good.

ROUTE 75.

STOCKHOLM TO TRONDHJEM, BY SUNDSWALL AND ÖSTERSUND.

Distance, 90 Sw. or about 560 Eng. m. As to the best carriage to take, station-houses, provisions, &c., see Rte. 81, which from Stockholm to Sundswall is the same as this.

Sundswall to Östersund.

The road from Sundswall to Trondhjem is very good; the accommodation, except at Östersund, miserable. Travellers should, on no account, go without provisions; they will find little on the road, except rye-bread, milk, eggs, and coffee. A mail-coach leaves Sundswall for Östersund, 18¾ m., on Sund., Mond., Wednesd., and Frid., at 9 a.m., stopping at the different stations; fare, 1 rdr. per mile. On leaving Sundswall the road keeps to the NW., through a hilly and thickly wooded country, the ascent being generally continuous, but very gradual, all the way. The first stage is

Wattjom, 1¾ m. Here the road enters the fine valley of the Njurunda river, which forms several cataracts during the next 4 stages, the road continuing along its N. bank. Travellers by post, coming from Gefle and not caring to visit Sundswall, may save a mile by going on direct from Maj Stat. (see Rte. 81) to Wattjom, 3 m.

Nedansjö, 1⅛ m.

Källsta, 1⅜ m.

Fränsta or *Wisslanda*, 2$\frac{5}{16}$ m., near *Torp's* post-office.

† *Westanå*, 1$\frac{5}{16}$ m. Travellers by post may here find tolerable night-quarters, but the coach leaves again without delay. The road quits the Njurunda, and passing through extensive forests, during the next 2 stages, joins the large Räfsund lake, along the

E. bank of which, and a chain of smaller ones, the route continues. The next stages arrived at are

Jemtkrogen, 2$\frac{1}{16}$ m.
† *Bräcke*, 1$\frac{3}{16}$ m.
† *Grimnäs*, 1$\frac{9}{16}$ m.
† *Pelegrimstad*, 1$\frac{15}{16}$ m.
† *Hälle*, 1$\frac{9}{16}$ m., and

†*ÖSTERSUND, 1$\frac{8}{8}$ *m.* This small town, of about 1700 inhab., is the only one in the extensive province of Jemtland, and the residence of its governor. It is built on the E. bank of the Storsjö lake, of which it commands lovely views, the whole neighbourhood being exceedingly picturesque. Especially beautiful is the view from the schoolhouse on Frösö island, embracing the well-cultivated shores around the lake, with their many churches, and in the background the isolated mountain of *Åreskutan*, 4919 ft. high, and on the northern side covered with eternal snow. The mountain is surrounded by a well-peopled district, and the ascent is easy. The view from the top is grand; streams and lakes glisten, like ribbons of white satin, between the dark forests, and to the W. extends a sea of mountain ridges and tops, while to the E. is seen the large sheet of the Storsjö, with its shores and promontories, and the island of Frösö, at a distance of 10 m. The road to this mountain is that from

Östersund to Trondhjem.

Across a small island in the lake, and subsequently round the N. side of the Alsen lake, the stages on this route being:

† *Häste*, 1$\frac{2}{4}$ m.
Smeddsen, 1$\frac{1}{4}$ m.
† *Kjösta*, 1$\frac{5}{8}$ m.
Aggen, 1$\frac{3}{4}$ m.
† *Romo*, 2$\frac{3}{8}$ m. The ascent all the way continues very gradual. Here the scenery ceases to be of the same tame and monotonous character as heretofore; grand mountains rise in the distance on the N.W., and the road, after winding along the banks of lake Liten, during most of the next stage, enters the fine valley of the Åre river, and follows its course to

Hamre, 2$\frac{3}{16}$ m., whence on the stage to

Stallstjernstugan, or *Forsen*, 2$\frac{1}{16}$ m. a road leads from Mörvik up the Åreskutan; it takes 2 or 3 hours' walking. Good shooting may be had about these mountains; bears are occasionally met with. The *Finnefors*, a fine waterfall, distant about 1$\frac{1}{4}$ m. S. from Forsen, may be reached from hence. A lake is passed on the rt. hand, where boats can generally be obtained to cross the lake, on the other side of which is the fall. From Stallstjernstugan the ascent is long and steep, nearly the whole stage, during which the birch becomes more abundant than the fir. The road continues picturesque, and numerous waterfalls add to the wild character of the scenery.

†* *Skallstugan*, 2$\frac{1}{16}$ m. This is the last station on the Swedish side of the mountains, and here, or at Forsen, tolerable quarters for the night may be procured. The ascent from hence again becomes gradual, and the scenery less grand. Ptarmigan abound along this ridge of the mountains, and bears are said to be numerous in the lower parts. The Norwegian frontier is passed about midway upon the stage, where a rude pile of stones marks the boundary line, which is most carefully kept up throughout its whole length. At this point the road is about 2000 ft. above the sea-level.

Soon after crossing the frontier the road passes between some fine mountains, and rapidly descends on entering the grand valley of the Suul river, in which the scenery becomes magnificent. The first station, on the Norwegian side, where horses can be procured, is

Suulstuen, 3 m., but near the frontier, on the Norwegian side, is the *Kongstuen* Stat., where horses are baited on ascending from the W. From Suulstuen the road continues to

Garness, 3 m.,
Næs, 1 m., and
Levanger, 1¼ m., on the *Trondhjem* fjord (see *Handbook for Norway*).

At Mo Myskie, next station to Söderhamn (see Rte. 81), a road branches off to Röraas in Norway, far more commodious, in comparison, than that by Idre in Dalecarlia (Rte. 74). It is 39⅝ m. long, and the stations, nearly all fast, are: Glosbo 1⅛ m., Kurland 2⅛, Löfvik 1⅝, Jerfsö 1¾, Storbyn 2¼, Kårböle 4, Kolslätt 3½, Nilsvallen 2, Glissjöberg 2½, Ransjö 1½, Viken 2¾, Hedeby 1, Långå 1½, Valmåsen 3, Funäsdalen 2, Öst Malmogen, 2; and in Norway, Skotgaarden 2⅛, Jensvold 1⅝, and Röraas 1½ m.

This road leads up the valley of the great River Ljusne, passing through some wild and magnificent country, with numerous waterfalls and grand cataracts.

ROUTE 76.

ST. PETERSBURG TO STOCKHOLM.

Four powerful steamers carry passengers and goods on this route, leaving St. Petersburg twice a week for Wiborg, Frederikshamn, Helsingfors, Abo, and Stockholm, where they arrive on the fourth day. The return voyages take place on the same days in reversed succession. Fares: the whole distance, 56 rdr. or 21 roubles, 1st cabin; 53 rdr. or 20 rb., 2nd cabin. *N.B.* The riksdollars denote the fares from Stockholm, the roubles the fares from St. Petersburg. Dinners under deck must be paid for at 2 marks 40 penni a day (about 1 rdr. 60 oe.) each passenger, whether partaken of or not; luggage allowed free, 100 lbs. for a cabin, 50 lbs. for a deck-passenger.

It is necessary that passengers should have their names and places of destination legibly written on the packages belonging to them; and also, if proceeding from Sweden to the Russian dominions, have their passports duly endorsed by the Russian Consul-General at Stockholm.

From Wiborg there is steamboat communication with Lauritsala, Nyslott, and Kuopio.

From Helsingfors daily trains leave for Tavastehus and steamers for Borgå, Lovisa and Riga.

Abo has steamboat communication with Nådendal, Saloköping, Nystad, Raumo, Björneborg, Christinestad, Wasa, Jacobstad, New and Old Carleby, Brahestad, and Uleåborg in the gulf of Bothnia.

Note. As winter in its rigour sets in, steam-navigation to Sweden is checked, and even before that season the shortening days necessitate alterations in the routes of most of the steamers. Besides this, the vessels may be changed, other hours appointed, &c. from one year to another. Travellers to Sweden are recommended, therefore, either to furnish themselves with the last time-tables, or to apply for information in that respect to the agents of the different steamers.

As before stated, passports are not required in Sweden. The search of luggage inflicts the usual amount of annoyance, but it is done expeditiously, and only in case of articles subject to duty being discovered, attended with trouble and expense to the owner, especially if they are hid away, so as to indicate an intention of smuggling.

STOCKHOLM. Far out into the sea stretches a maze of islands, first rocky and bare, but gradually becoming higher and more picturesque as the

steamer approaches the capital. The inner channel, near Stockholm, is protected by the fortress of *Waxholm*, which is built upon a small island of rock. Great additions have lately been made, to strengthen the works, which have rendered them very formidable. Placed in mid-channel, no ship can approach Stockholm without coming within some 300 yds. of the range of its batteries. The adjoining town of the same name contains about 1000 inhabitants, and is much frequented as a bathing-place in summer by visitors from Stockholm. The one hotel of the town, kept by the Misses Falk, has a very fair repute; from the windows of its dining-room, but still more so from the ramparts and towers of the fort, there are extensive views over the surrounding archipelago and the many steamers and sailing-vessels threading its waters. After passing by Waxholm, the scenery becomes much more picturesque; the islands are of bolder outline, and abound with oak and other forest-trees, and villas become numerous; the whole enlivened by ships and boats, all betokening the neighbourhood of a large city.

Stockholm at length opens to the view, and in appearance and situation is alike unique and highly picturesque. The steamer gradually threads her way through the various craft moving about in all directions, and is laid alongside the quay. Baggage is examined on board; if facilities be afforded, it is only nominal. No gratuities to the officers are expected, or should be given. Porters are in attendance, and may be safely trusted with luggage; their charges, regulated by tariff, are very moderate, and they are bound to give a receipt when paid. Carriages are not often in attendance, as the principal inns are not far distant from the landing-place, but can be fetched from the nearest stands in 10 minutes.

STOCKHOLM in Rte. 64.

ROUTE 77.

STOCKHOLM TO ÖREBRO AND ADJACENT MINING DISTRICTS.

From Hallsberg on the Western line (see Rte. 65) trains proceed through a well cultivated country and past the camping-ground of Sanna heath, to

Kumla, 0·6 m. from Hallsberg. (*Inns*: Örebro Hotel; Björkegren's Hotel.) Thence past the Mosjö lake and the estate of *Säbyholm* to

Mosås, 1·4 m. from Hallsberg, and leaving to the rt. *Adolfsbergs* mineral spring, surrounded by avenues of trees, and to the l. the stately *Carlslund*, to

ÖREBRO, 2·3 m. from Hallsberg.

This town may also be reached from Stockholm by water, in 18 hrs. A steamer leaves Riddarholmen twice a week, and proceeding along the whole extent of Lake Mälar, enters the Arboga river at *Kungsör*. Before coming up to Arboga the *Hjelmare canal* branches off to the l. near the manors of *Svarthäll* and *Reutersberg*, and continues through pretty scenery 1½ m. to lake Hjelmar, the fourth in size of the great Swedish lakes, presenting a large sheet of water, uninterrupted by any islands of magnitude, and surrounded by low and uninteresting shores, along which, however, the fishing is said to be very good, pike and eel being especially plentiful, as well as *Kräftor*, a kind of small sweet-water lobster of a delicious flavour. Along this lake the

steamer now proceeds westward, calling at *Läppe*, on the southern shore, not far from Wingåkers rly. station, and afterwards passing *Engelbrechtsholm*, a small island near the manor of *Göksholm*, on which the Liberator Engelbrecht was treacherously slain by a turbulent noble, Måns Bengtsson Natt och Dag. A monument marks the place. The lake now contracts as the steamer reaches *Skebäck*, the loading-place of Örebro, at the mouth of the Svartå river. Fare, 5 rdr. 1st cl.

Örebro, situated on the Svartå river, is the residence of the governor of the shire of that name, embracing the greater part of Nericia and the Carlskoga mining-district in Wermland. The town, which has about 8900 inhab. is of ancient historical note, and was at one time included in the fief held by Engelbrecht, whose *statue* in bronze, modelled by Qvarnström, and erected 1865, is one of the chief ornaments of the town. No less than 15 parliaments have been held here, of which the most notable were in 1540, when the crown was made hereditary; and in 1810, when Bernadotte was chosen as the successor of Charles XIII. Örebro was partially destroyed by fire in 1854, and has been rebuilt in a handsome manner. There is an old, massive *castle*, surrounded by a moat; a pretty *church* enclosing the tomb of Engelbrecht and some other curious monuments; a *town-hall*, resembling the stately edifices of Brussels and Louvain; a theatre; a handsome building for the high-school, known as the *Carolinian Lyceum*, with a monument in front to the brothers Olaus and Laurentius Petri, the Swedish reformers, sons of a blacksmith in this town, and of which the elder became "Pastor primarius" in Stockholm, and the younger Archbishop of Upsala.

An old house in Silltorget (Herring-place), still preserved under the name of "the King's lodge," was occupied in 1540 by Gustavus I. at the memorable Assembly of the States in that year. The town has considerable trade and manufactories, and a large printing-establishment, from which many of the best Swedish books are published. The *Köping-Hult* rly. commences here; the first line undertaken in Sweden, intended to connect the lakes Mälar and Wenern, but owing to mismanagement and discredit, never extended in the direction of Hult. The bad success of this Anglo-Swedish company appears to have been the determining cause of the Government taking in hand the construction and working of the main lines throughout the kingdom.

Trains run from Örebro 3 times a day to

Dylta Alum-works, 1·7 m. from Örebro. Once the largest of its kind in Sweden, but lately exceeded in the production of alum, sulphur, copperas, &c., by *Latorp*, 1¾ m. W. of Örebro

Dylta village, 1·32 m. from Örebro. Here the *Nora-Ervalla* line branches off, trains leaving for the intermediate station of *Jerla* and passing through a pretty country to

NORA, 2·10 m. from Örebro. *Inn:* Gastgefvaregarden). A pretty little town with 1450 inhab. situated on a lake, and surrounded by a great number of mines and iron-works, on which the town principally subsists. From hence a road leads by the posting stations of Greksåsar 1⅝ m., Kjevingsborn 1½ m., Grythyttehed 1⅛ m., and Saxå 1⅝ m., through a hilly country, to Philipstad, 1¾ m. (Rte. 67), and another by the station of Bondby 1⅛ m. past Yxe iron-works, to LINDE or *Lindesberg*, 1 m., a town with 1200 inhab., of little interest by itself, but with a good inn, which may be used as a starting-point for excursions into the surrounding country, equally rich in natural beauty and in mines, furnaces, and forges of all kinds: *Dalkarlshyttan* mines and blast-furnace, *Wedevåg* iron-works on the lake Råsvalen, along the western shore of which is a road, the picturesque views on which will, alone, repay a visit to this neighbourhood,

Guldsmedshyttan with a silver-mine, *Flögforss* with a copper-mine, *Ramsbergs* iron-works, and others; all situated amongst a scenery of peculiar beauty, where the wooded heights are mirrored in a hundred lakes, while columns of smoke rise up from the manifold factories around, and substantial homesteads bear witness that, though the earth's surface may be niggard, there are treasures for those that will penetrate beneath it. Indeed, there is great probability that the mineral capabilities of these large districts have not yet been explored to anything like their full extent.

From Linde the road continues by Guldsmedshyttan, 1½ m.; S. Bredsjö, 1¼ m.; to Laxbro, 1⅛ m., where, amongst a number of other works, are the copper-mines and smelting-houses of Nya Kopparberget, and further on by Högfors, 1⅜ m.; Hällsjö, 1½ m.; and Hammarfallet, 1⅜ m. to Smedjebacken, 1½ m. (See Rte. 73.)

From Dylta the Köping-Hult line continues eastward, trains departing for

Frövi, 2·5 m. from Örebro. To the rt. is passed the considerable Wäringen lake, with its beautiful shores and islands; the fine château of *Hinseberg*, belonging to the Tersmeden family, presenting itself on a promontory.

Ullersäter, 3 m. from Örebro.

Fellingsbro, 3·7 m. Örebro, past the handsome parish ch., and *Frötuna*, *Löfors*, *Jäder*, and *Ellholmen* iron-works.

ARBOGA, 6 m. from Örebro (see Rte. 77.)

Walskog.

KÖPING (see Rte. 68). [From hence by road to Kolbäck, 1½ m., near Strömsholm (Rte. 73) and Westerås, 1⅜ m. (Rte. 64).] The *Köping-Uttersberg* rly. commences at this town, starting trains at 10 a.m. and 3·15 p.m. for

Åsby, 0·66 m. from Köping.

Kohlsva, 1·33 m. from Köping.

Gisslarbo, 1·66 m. from Köping.

Bernshammar, 2·19 m. from Köping.

Karmansbo, 2·47 m. from Köping.

Uttersberg, 3·22 m. from Köping. At and near all these stations are large iron-works and mines, from which as far up as *Skinskatteberg* and *Riddarhyttan*, produce is conveyed down this line. From Uttersberg roads lead northward to Norberg and Smedjebacken (see Rte. 73).

ROUTE 78.

UDDEVALLA TO NORRKÖPING, BY JÖNKÖPING AND LINKÖPING.

This route traverses Sweden from W. to E., bending southwards to pass that end of the Lake Wettern. From Uddevalla, as before mentioned, there is a rly., and trains leave 3 times a day for

Engebacken, where, except on special signals, they do not stop.

Ryr. At this station the train, having run through some picturesque scenery in the province of Bohus, and crossed the Ris river, first on a handsome bridge at *Kurö*, and then on an embankment, enters the shire of Elfsborg, and by

Grunnebo, reaches

WENERSBORG (see Rte. 66). Crossing over Hufoudnäs fall in the Gotha river by a steel bridge, the train proceeds next to

Rånnum.

Lilleskog. On this last stage the train passes through the romantic valley between *Halleberg* and *Hunne-*

berg, 2 remarkable mountains, visible far out on the Lake Wenern, and of which the former, with its perpendicular sides, formed, as it were, by immense pillars, its dense woods, long, narrow lake on the top and precipice on the S. side, down which the ancient heathen threw themselves when weary of life, rises 400 ft. above the sea, while the latter, twice as large, but not quite so high, contains no less than 23 little lakes, which disgorge their waters in a fine cascade down the side of the mountain. The line has now entered the shire of Skaraborg, the next station being

Sahlstad. The country about here is flat, but well cultivated.

Grästorp.

Ulfstorp.

Håkanstorp. The line, which so far has run in an E. direction, here turns S. to

Wara.

Wedum. After leaving this station the line passes through one of those dreary wastes in West Gothland called svältor, to

Herrljunga, 8½ m. from Uddevalla. This is a station on the Western main line (see Rte. 65), and from hence another line branches off to the S., through part of the shire of Elfsborg, by the stations of

Ljung,

Borgstena, and

Tristad. Churches and villages are passed at short intervals on the journey from Herrljunga, and after leaving Tristad the line enters a very picturesque part, where the Wiska river is seen coursing through valleys enclosed between wooded heights, and beyond which the train (which on these lines has no 1st-class carriages) stops at

† BORÅS, 3·9 m. from Herrljunga. This town was founded in 1624 by Gustavus Adolphus as a centre for the manufacturing industry of the country people in these parts, the handlooms of which are still busy, particularly in the hundreds of Marks, Kinds, and Åhs, notwithstanding their productions being supplemented by such modern establishments near this town as *Rydboholms* and *Rydahls* factories for cotton stuffs and yarns, besides several others. The town, which has about 3000 inhab., is pretty and pleasantly situated on the banks of the river Wiska, has good hotels and restaurants, a handsome ch., &c. Not far from Borås is the farm of *Germundered*, where the Empress Catherine I. of Russia is said to have been born; a little more distant, the ruins of *Sundholmen* castle, the great estate of *Torpa* and others. A diligence leaves this town 4 times a week for

†*Dollebo*, 1¾ m., and

†*Ulricehamn*, 1⅞ m. A small inland town, prettily situated on the Lake Åsunden, and with some 1400 inhab. It was formerly called Bogesund, and in its neighbourhood, on the ice of the lake, was fought in 1520 the battle in which Sten Sture the younger received his mortal wound, while trying to oppose the progress of Christian the Tyrant. From Ulricehamn post-horses are taken to

Gullered, 1⅜ m., thence, crossing into the province of Småland, to

Ledhestra, 2 m., and traversing a table-land, at the E. end of which opens a beautiful view, down its slope to

†JÖNKÖPING, 2½ m. (see Rte. 68). From here northward, as far as Ödeshög, the road skirts the E. shore of Lake Wettern; a lovely drive, past numerous villages, and commanding extensive views over the lake. A coach leaves Jönköping twice a week for

Råby, 2 m., and

GRENNA, 1¾ m. This is a small town on the Lake Wettern, with 1350 Inhab., prettily situated amongst orchards, on the narrow base of a high table-land, and consisting of one long street. It was founded in 1652 by Count Pehr Brahe, at a time when the nobles in Sweden, enriched by the

great wars; were in high ascendancy, and parcelled out a great part of the country into counties and baronies for the principal families; a state of things which was put an end to by the famous *reduction* of Charles XI.—Grenna then was included in the Brahe county of *Wisingsborg*, so called from the opposite island of

Wisingsö, about 1 m. dist., the largest in Lake Wettern, 1½ m. long ½ m. broad, in the shape of a hillock, but with steep, almost perpendicular, shores to the height of 12 to 15 ft. It is fertile, but not naturally well-wooded; there are, however, extensive oak plantations, made for account of the Crown, to which the island now belongs. Several of the old Swedish kings resided occasionally on this island. Magnus I. had a castle on the S. point, called Näsbo, of which remains are seen at the bottom of the lake. Borga was another castle on the N.W. shore. Wisingsborg, the castle of the princely Brahes, was burnt down in 1718; some ruins of it are still seen. The *ch.*, of hewn stone, contains the statues of Count Pehr and his countess, and the burial-vault of the family. On the S.E. side of the island is the remarkable *Gilbert's Cave*, connected with various popular legends.

On the heights above Grenna appears the picturesque ruin of *Brahehus*, a hunting-castle built by Count Pehr, from the site of which extensive views are obtained of the lake, the island, and the surrounding country.

Grenna has a harbour and steam communication with Jönköping and the other towns on the Lake Wettern, and with Stockholm. The Jönköping coach leaves here twice a week for

† *Sjöberga*, 1¼ m. On this stage the road enters the province of East-Gothland.

† *Backasand*, 1½ m. On the following stage is *Ödeshög* village and post-office, from whence the road continues N. about ½ m. to Hästholmen (see Rte. 68) and the ruins of Alvartia. The coach takes the N.E. road to

Östad, 1⅝ m. The nearest way from this station to Linköping is by Mölby 1¼ m., and Bankeberg 1⅞ m., from whence to L. 1 m. The coach, however, goes round by

† SKENNINGE, 1 7/16 m. This little town, of about 1600 inhab., is situated by a small stream called the Skena, in the midst of the large and fertile plain of East Gothland. It was a place of much importance in the middle ages, when it was styled *Caput Gothiæ*, had several churches and convents, and was the seat of a synod in 1248, at which the celibacy of the clergy was introduced in Sweden.

A coach leaves this place 3 times a week for Wadstena (see Rte. 64), returning thence on the following days. Another coach is dispatched 3 times a week, S. by way of †Mjölby ¾ m., †Dala ⅞ m., and through the village of Boxholm, †Hester 1¼ m., near which it enters the province of Småland, and keeps along the W. shore of the lovely Sommen lake, great part of the way to †Sätthälla 2 m., thence by the village of Säby to †Bona 2⅛ m., and through some very pretty scenery to Eksjö 1⅞ m. (see Rte. 68), where it arrives at 2 p.m. The coach on the E. road departs from Skenninge for

† *Bankeberg*, 2 m., and

† LINKÖPING, 1 m. This is the chief town of the province of East-Gothland and residence of its governor, as well as of the bishop of the diocese. It is built in a rich plain, upon the river Stång, a short distance from its junction with the Roxen lake, which lies to the N., and has at present about 9000 Inhab. Hotels, restaurants, and *cafés: Stora Hotellet*, with livery stables—good; and *Hotel Drufvan;* apartments 1 rdr. and 1½ rdr. per day. There is a *Cathedral* here, besides 2 churches. The former is a Gothic structure, next the cathedral of Upsala the longest in Sweden, being 329 ft. by 97 ft. wide and 55 ft. high; its arched roof supported by

20 massive columns in the handsome interior. The ancient towers, as usual, destroyed by fire, and a rather mean-looking steeple erected in their stead. Several persons celebrated in Swedish history are buried in it.

The consistorial *Library* is, in some respects, considered the richest in Sweden, but appears to be little known and badly arranged. There are upwards of 30,000 vols., including a large collection of rare editions of the Bible in various languages, besides a number of manuscripts. Attached to this library there is likewise a collection of antiquities, a small cabinet of specimens of natural history, and a highly interesting numismatic collection.

Many historical events are connected with this town. Amongst them may be noticed the Assembly of the States here in 1152, in which the common people were prohibited from carrying arms, and the payment of Peter's pence to Rome enacted. Close to the bridge across the Stång the memorable battle of Stångebro was fought 25th Sept., 1596, when Sigismund was defeated by his uncle, who was soon afterwards elected king of Sweden, as Charles IX.

Steamers: The *Hans Brask* leaves Linköping on Saturd. at 4 p.m. for Stockholm, and returns Wednesd. at 8 p.m.; journey 19 hrs.; fares 10 rdr. and 8 rdr. The *Motala Ström* leaves Linköping once a fortnight for Stockholm, and as often for Gothenburg. The *Gripen* keeps up communication with Berg, Norsholm, and other places on the Lake Roxen, meeting the canal-steamers in their course. The *General Boy* leaves Håfvetorp on Mond. and Thursd. at 9 a.m., after arrival of an omnibus, which takes 2 hrs. from Linköping, and proceeds along a very long and irregular lake, running down S. through the hundreds of Tjust, forming the southern part of the province, and celebrated for the beauty of their scenery. The steamer returns on Tuesd. and Frid. at 9 a.m. from Horn, at the S. end of this water, on the banks of which may be noticed many fine country-seats—*Hornsberg, Frösvik, Norrö, Hallsta, Brokind, Westerby, Säby, Cedersberg, Stafsüter*, and others—adding to the picturesque effect of the landscape.

Partly along the same water, and through the lovely valleys of Tjust, a mail-coach route runs from Linköping S. to Wimmerby and on to Calmar (see Rte. 68), a distance of 24 Swed. m. or 160 Eng. The coaches leave Linköping 3 times a week, and the stations are: Målbäck 1¾, Rimforssa 1¾ m., †Kisa 1¾, †Tröasca 1 m., †Skärstad 2 m., †Skillingarum near Wimmerby 1⅜ m., *Hultsfred 2 m., Målilla 1½ m., Haddetorp 1 m., Bockara 1⅜ m., *Staby 1½ m., Botterum 1 m., †*Ålem 2 m., †Ryssby 2 m., and Calmar 1⅞ m. This journey takes nearly 35 hrs. to perform.

Other places of note, nearer to Linköping, are: *Nygvarn*, its harbour on the Roxen; *Sturefors*, on the Lake Erlången, and *Atvidaberg*, dist. 3½ m., by the posting stations of Fillinge and Örsäter in S.E. This is at present the richest copper-mine in the country, and belongs to Baron Adelsvärd of *Adelsnäs*, the only territorial barony still existing in Sweden. The château, with its park, gardens, and forcing-houses, its breeding-stud and cattle-farm; the mines, with their machinery and railway, and the exquisite natural beauty of the surrounding parts of Tjust, are well worth the excursion to see.

Our main route from Linköping now lies to the N.E. Coaches, with 4 places for passengers, leave daily for

†*Kumla*, 1⅝ m., thence crossing the Gotha Canal at Norsholm to

†*Brink*, 1⅛ m., and

†NORRKÖPING, 1¼ m. (see Rte. 69).

ROUTE 79.

STOCKHOLM TO WISBY AND THE ISLAND OF GOTLAND.

A steamer starts from Riddarholmen twice a week, and makes the passage *viâ* Södertelje canal in about 12 hrs. to Wisby. After leaving Mörkö fjord (see Rte. 66) the course is kept close upon the lighthouse of *Landsort* to the E., where it falls in with the ordinary outer route of vessels going S. from Stockholm, past Waxholm (see Rte. 81), *Dalarö* customs-station and bathing-place, *Elfsnabben's* roomy harbour, whence Gustavus Adolphus sailed, with his army, for Germany in 1630, and the *Utö* iron-mines. From Landsort the steamer crosses over the Baltic direct to Gotland, and returns from Wisby the same way to Stockholm.

Another steamer at present leaves Riddarholmen once a week, by way of Södertelje, and makes the passage to Wisby in about 15 hrs.; leaves that port for Borgholm and Calmar, occupying about 12 hrs. in the passage; returns from Calmar by way of Borgholm to Wisby, and from that port to Stockholm.

In winter these steamers cease to run, and the only communication with Wisby is then from Westervik (see Rte. 69).

WISBY is the only town on the island, and has upwards of 6000 inhab. It is situated on the N.W. shore, and residence of a governor and a bishop. There are several hotels: *Gotland*, *Lindby's*, with restaurant, *Smedman's*, with restaurant, *Wisby*, &c., besides numerous private apartments at 1 rdr. and 1½ rdr. per day. Mr. O. G. Hellgren and others let out carriages; horses at the posting-house. *Cafés* in Hamngatan and the Mulberry plantation. At Nyberg's book-shop, in St. Han's-place, maps and descriptions of the island may be obtained.

This town is of the highest historical and antiquarian interest. The period of its foundation is unknown, though tradition has it that it was built, or at least enlarged, by the inhabitants of *Vineta*, a town on the Pomeranian coast, which had been destroyed by an inundation about the year 800, but "in the 10th and 11th centuries (200 yrs. before the establishment of the Hanseatic League in 1241) it was one of the most important commercial cities in Europe."—*Laing's* 'Sweden,' p. 305. "During the 11th and 12th centuries a great portion of the Eastern trade, which had previously been carried on through Egypt or Constantinople, was diverted to a northern line of communication, owing to the disturbed state of the East, which preceded, and indeed gave rise to, the Crusades. At this time a very considerable trade passed through Russia, and centered in Novgorod. Thence it passed down the Baltic to Gotland, which was apparently chosen for the security of its island position, and its capital, Wisby, became the emporium of the West."—*Fergusson*, 'Handbook of Architecture,' p. 928. In the 12th centy. a code of maritime law was established here, under the title of *Waterrecht dat de Kooplüde und de Schippers gemaket hebben to Wisby*, which has served as a foundation for subsequent legislation on the subject in many countries. During the 14th and 15th centuries the town was a principal factory of the Hanseatic League, and attained to still greater wealth and importance. It had at the commencement of this period 18 churches and 3, if not 5, convents, and mustered 12,000 burghers, besides artisans and labourers. The latter lived outside the walls, of which portions still remain, flanked by high

towers. Many of the churches were erected for the use of different nationalities, which traded and had factories established here.

In their prosperity and power the haughty islanders withdrew their ancient allegiance from the Swedish Crown, and asserted an independence which ultimately became their ruin. Swedes, Danes, and Lubeckers fought for the possession of the island and its treasures. In 1361 Waldemar III. of Denmark, with the connivance of Magnus II. of Sweden, took Wisby by storm. The plunder he obtained was enormous, as it was then the grand depôt for all the merchandize of the Baltic. Waldemar's principal treasure-ship, however, was totally lost in a gale on the coast.

It was not the first sack that the town had suffered, but after this last blow its prosperity never returned. The Eastern trade had been monopolised by the Italian republics, and the successful doubling of the Cape of Good Hope followed. Gotland was oppressed by rapacious Danish governors, harassed by incursions of the contending parties, or turned into a nest of pirates by fugitive princes and rulers, and first after the peace of Brömsebro, which definitively restored it to the Swedish dominion, recommenced an era of quiet and settled government. But Wisby was in ruins.

As it now remains, it is still the most interesting town in the N. of Europe. The view of it is particularly striking from the sea. The ruined churches, of the 11th and 12th centuries, all varying in form and ornament, are alone a mine of interest to the Gothic architect. The cathedral church of *Sta. Maria*, erected by the Lubeckers in 1190–1225, is small, like all the others—192 ft. in length by 75 in width—and has 3 spires, one on the E., 200 ft. high, and two smaller ones resembling minarets, on the W. The Byzantine, Gothic, and Renaissance styles are curiously blended in this church, which is the only one that remains entire. Of the others the *Helge-Ands Kyrkan* (Church of the Holy Ghost) is the oldest, having been built in 1046. Its structure is unique, being octagon and bivaulted, with a curious aperture in the ceiling of the ground choir, the use of which appears never to have been satisfactorily explained. The nave is an octagon, about 52 ft. E. and W. "A square space in the centre is bounded by 4 pillars, between which the vault of the lower story is omitted, so as to leave an opening into the upper story. Four pillars of slender design support the vault of the upper church, and the whole, with the roofs, rises to about 100 ft. To the eastward is a choir, externally a rectangle, 32 ft. by 25, but internally semicircular at the eastern end. The church in Germany most like this, is perhaps that at Schwarz Rheindorf. It also resembles the chapel at Freiburg, but the most extended and indeed typical example of a church of this class is St. Gereon's at Cologne."—*Fergusson*, p. 929. Each by itself is a perfect church: the lower one, though its massive pillars are only 14 ft. high, has not the nature of a crypt. The opening in the floor of the upper one would permit service, when performed in the lower church, to be heard. One of the explanations of this peculiarity is that the upper church was intended for nuns, who might thus attend to the service below without being themselves seen. Another idea is that the upper church was retained for the use of the feudal baron and his family, while the lower church was for the people of the town, but this would scarcely hold good in the case of a free city like Wisby. Authentic information on this subject is wanting. At the time of the Reformation the last Roman Catholic bishop (Hans Brask, of Linköping) fled into Germany with all the documents and records belonging to these churches, where they are supposed to have perished in the troubles of the Thirty Years' War.

"The churches of *St. Lawrence* and *St. Drothens* both belong to the 11th centy. *St. Nicholas* must be as old as the 13th, probably the end of it. The others range between these two dates, forming themselves in what is rarely met with—a complete and unaltered series of examples of the style. Their most striking peculiarity seems to be that they are all small buildings, like the Greek churches. There does not seem to have been any metropolitan basilica, or any great conventual establishment, but an immense number of detached cells and chapels scattered in groups all over the island, with very few that could contain a congregation of any extent."—*Fergusson*, 'Illustrated Handbook of Architecture,' p. 929.

St. Catherine was the handsomest of the churches of Wisby, and belonged to the Franciscan convent. There still remain of it 12 octagonal pillars, arranged in 2 rows, which supported the lofty roof, as well as the greater part of the choir, in pure Gothic style. *St. Clement, St. George, St. Olave, St. Hans,* and *St. Gertrude*, have left but few remains, *St. Peter, St. James, St. Michael*, as well as the castle of *Wisborg*, have disappeared altogether, but many of the old houses, constructed by the wealthy merchants of Wisby in the days of her splendour, survive and are highly picturesque.

It is not Wisby only that is so interesting to the lover of Gothic architecture. There are upwards of 100 churches in the island, mostly of the 11th and 12th centuries, which are generally in a good state of preservation, and very instructive examples of those periods.

Gotland is the largest island in the Baltic, being about 80 Eng. m. long, by 33 at the widest part. It is a limestone formation, and averages from 85 to 140 ft. above the level of the sea. The climate is very temperate; the walnut, mulberry, and grape ripen in the open air; the flora generally is very tempting to the botanist, and a variety of vegetables thrive here which will not grow on the adjoining continent. But little rain falls in summer. The sunsets are most gorgeous.

The population of the island exceeds 56,000; a kind-hearted and obliging race, amongst which, owing to their isolated position, old legends and usages, games and superstitions, have lingered longer than in most parts of the mainland, to which it presents another contrast in its peculiar dialect. The constitution is also in some respects different, particularly as regards the defences, consisting here of a national militia of about 9000 men, which is well drilled, and cannot be called away from the island. Large country seats there are none, but the houses of the rural population are roomy and comfortable, and mostly built of stone. There are no railways, and only one diligence between Wisby and the bathing-place of *Klintehamn*; for the rest, travelling is performed by post-horses and in the carts of the country or in private carriages, of which there are now-a-days a supply on hire at Wisby. The means of subsistence are principally agriculture and stock-rearing,—both of them rather primitive in their condition. Sheep, however, are abundant, and mutton an article of export. The native horses are small but hardy; in some places they are half-wild, grazing in the open all the year round, and only seeking shelter at the homesteads when it is very cold. These animals are called *Russ*. Woods are pretty abundant, except in the S. part of the island, and there is plenty of game in them; snipe-shooting is excellent. The roads throughout the island are very good.

Numbers of ancient ornaments and Anglo-Saxon, as well as Arabian, Persian and other coins, have been and are still, at intervals, found in this island. A journey at leisure round the island would no doubt prove interesting to the ecclesiologist, who would, in its course, meet with such treasures of antiquity as the churches of *Lojsta*,

Fide, Läderbro and their contents, not to mention a host of others.

In the neighbourhood of Wisby are several pretty places of modern construction, such as *Länna, Fridhem*, the summer residence of Princess Eugenie, near *Höghlint*, the highest point of Gotland, with its deep cave *Getsvältan, Nygård, Suderby, Rosendal, Halffreda, Stufva, Roma* and others, and in more distant parts of the island the fortified harbour of *Slite*, and the loading-places of *Fårosund, Ljugarn* and *Ronehamn* on the E. coast; the island of *Fåro* (Sheep Island) off the N., and the rock of *Hoberg* on the S. point of Gotland; *Durgvik's* and *Klintehamn's* loading-places on the W. coast, and the two little *Carls Islands*, near to which King Waldemar's treasure-ship, with the chief plunder of ancient Wisby, was engulfed by the avenging waves.

ROUTE 80.

STRALSUND, STETTIN, OR LUBECK TO MALMÖ OR STOCKHOLM.

In the *Handbook for North Germany* will be found a description of the Route from England to Stralsund. There the traveller to Sweden will find a fast and commodious mail-steamer starting at an early hour every morning, during summer, directly after the arrival of the train from Berlin. In fair weather the passage to Malmö—about 100 nautical miles—is accomplished in 7 or 8 hrs., and on the steamer's arrival at the last-mentioned place, a fast train is in readiness to set off for Gothenburg and Stockholm. Fares by these steamers are: 12 rdr. first class; 8 rdr. second class; 6 rdr. third class; children under one year pay nothing; from one to 12 years half-fare. Every full ticket entitles the holder to free conveyance of 100 lbs. weight of luggage; excess of weight is charged at the rate of 1 rdr. 42 oe. per centner. Meals and refreshments are paid for as required, according to tariff. Passengers arriving by train have their luggage carried on board the steamers free of charge. The Royal mail-steamers serve on this route.

Returning from Malmö by these steamers, after arrival of the train from Stockholm in the morning, the traveller, on his arrival at Stralsund, finds a train by which he can reach Berlin at 6 p.m. the same day, and thence continue his journey in the evening by express trains to Cologne, in 30 hrs., London, Paris, Basle, Frankfort, Leipzig, Hamburg, Vienna, Petersburg, &c. These express trains are due, from departure of the steamer from Malmö:

At Cologne in 30 hrs.
„ Paris . „ 42 „
„ London „ 54 „
(including Channel passage).

Malmö is described in Rte. 68.

Since the completion of the great railway lines in Sweden, the sea-routes from Stettin and Lubeck to Stockholm are not so frequently made use of as formerly. A steamer leaves Stettin for Stockholm and *vice versâ* once a fortnight, from midsummer till thë end of October. Fares: for saloon place and 100 lbs. of luggage, 27 rdr.; for deck place and 30 lbs., 13 rdr, 50 oe; children under 12 yrs. half-price: extra weight of luggage, 1 Prussian thaler (3 sh.) for 100 lbs.; dogs 8 rdr.

Steamers run twice a week between Lubeck and Stockholm, calling at Calmar and *sometimes* at Ystad and Norrköping. Fares: the whole distance, 4 rdr. 1st, and 30 rdr. 2nd-

class; children under 12 yrs. half-price; under 2 yrs. free. Passage 44 to 50 hrs.

ROUTE 81.

FROM STOCKHOLM TO HAPARANDA, BY GEFLE, LULEÅ AND TORNEÅ.—BY LAND, AND BY STEAMER UP THE BALTIC.

A.—*By Land.*

From Stockholm to Haparanda, the frontier town on the top of the Gulf of Bothnia, the distance is about 600 English miles by sea; and as it lies just below the Arctic Circle, the journey thither, one of the easiest which can be made in Sweden, is frequently undertaken for the purpose of seeing the midnight sun, or rather the sun at midnight, and is strongly recommended to all travellers who can spare the time, say 14 days at most, there and back.

The road-journey presents many disadvantages. The continual driving day after day over heavy sandy roads is extremely fatiguing, takes up much time, and is very expensive.

Lapland is entered by this route, either from Luleå or Haparanda; the former offers the best accommodation. See Route 82.

If it be intended to enter Russia, care should be taken to have the passport visé in Stockholm, by the Russian minister or consul.

The N. of Sweden abounds in mountain rivers, having for the most part their sources in the great barrier mountain-chain, and all emptying themselves, after a more or less wandering course, into the Gulf of Bothnia. The principal of these are the Ljusne, Njurunda, Indal, Ångerman, Ume and Vindel, Skellefte, Pite, Lule, Kalix, and Torne rivers, the last, with its confluent Muonio, forming the boundary towards Russia. Many of these, particularly the Lule, form falls of great height. Indeed, the whole coast, from Gefle northwards, presents a vast range of cataracts, by which the various mountain-streams bring their tribute to the sea. Trout abound in all these rivers, and salmon likewise, wherever they can enter them.

B.—*By Sea up the Gulf of Bothnia.*

During the summer and autumn months there are 2 lines of well-appointed steamers running the whole distance weekly from the *Skepsbron*, Stockholm, to Haparanda.

The first are large, roomy, paddle-boats, with spacious saloons, a piano and bath-room. The food is excellent, and very reasonable, averaging (wine included) about 5s. per diem; and as they never lose sight of land, but wend their way through islets and fiords, there need be no dread of sea-sickness.

They stop at one, and sometimes two, towns every day, making a stay of from 2 to 4 hours at each, according to the amount of cargo to be taken in or deposited, thus enabling the traveller to land and view the place.

Due notice of the length of each stoppage is chalked up on a black board suspended to the side of the gangway as soon as the ship touches the quay, and 3 loud whistles, with 5 minutes' interval between each, give warning of her departure.

All the northern ports in the Gulf of Bothnia will be found to be surrounded by steam sawing-mills, which are not only employed in making

planks from the timber brought down by the rivers, but also in cutting out door and window frames and other small woodwork for exportation, which are now so much used in England.

High up the Gulf the water becomes nearly fresh, and pike, perch, and a large kind of roach, may be caught over the ship's side at every stopping place.

The scenery is very striking, gradually increasing in wildness and beauty as the verge of the Arctic Circle is approached. The whole distance to Haparanda occupies nearly 6 days. Fare—50 dollars, without food; stewardess and waiters, 3 dollars each.

The second line are small screws, which run straight up the Gulf of Bothnia to Rathan direct, thus shortening the journey by 2 days. The fares by both lines are the same, but the accommodation of the second is far inferior to the first, and the 36 hours of open sea is an objection to many.

Carriages are taken by them, but the charges are high. As a rule, they do not carry cattle.

If the midnight sun be the traveller's main object, he should leave Stockholm by the steamer starting on the 16th or 17th June for Haparanda, from which a carriage can be procured for Ava Saxa, driving the whole distance, about 40 miles, in one day. Nothing extra need be provided for this journey, which can be made without the slightest fatigue or discomfort of any kind.

But if fishing and shooting be desired, then the traveller should disembark at Luleå, and take Route 82 up that river to Quickjock, making his arrangements so as to arrive at Luleå about the latter end of August.

The steamers for the Gulf of Bothnia leave the Skepsbron at Stockholm (office for tickets close by) in the evening, but early enough for the traveller to admire the magnificent scenery all the way down to the Baltic, which, lit up by the many-coloured rays of the Northern twilight, make the views most striking, especially those between Stockholm and Waxholm, commencing with the beautiful Djürgardens on the left. After leaving Waxholm it becomes wilder, the water on each side trying, as it were, to force its way up into the land. The open sea is reached in 6 hours, and will be found to be quite smooth, unless there be a strong wind from the south-west. After 2 hours' steaming, passing the Aland Islands where Bomarsund once stood, the track seems to be lost amongst islets and rocks until Gräso is seen on the right. This long island, with a lighthouse at either end, acts as a breakwater to the pretty little village of Öregrund, on the mainland to the left. Our Baltic fleet drew their principal supplies of fresh provisions from this place in the Russian war (1854). In another couple of hours the steamer turns into the Bay of Gefle, at the head of which stands the town of that name (see Rte. 69). This unbroken journey of 12 hours is the longest one on the whole route. The steamer is now coaled for the last time; at every other place wood is used, as it is so much cheaper; much time, however, is occupied in taking on board the amount required, and the encumbrance of the deck with large stacks on each side the funnel is not pleasant. There is a railway from Gefle to Falun, the mining capital of the black country; travellers desirous of making a tour in the Dalecarlia district disembark here.

In about 6 hours the town of *Söderhamn* opens to view—a poor, straggling place, prettily situated. It has 3260 inhabitants; exports large quantities of timber and iron. From this town there is a short railway to *Bergwik* sawmills, on the lake of that name, and from its outport *Sandarne*, another to the *Marma* sawmills, on that lake.

Hudiksval is reached in 6 hours more, 2 of which are spent in steaming up the fiord; splendid scenery. It is an old town, which has evidently seen better days, at the side of a large bay, surrounded by an aged collection of

wood stores. The streets are narrow, with red, overhanging houses on each side. The principal church large and ugly. Its inhabitants do not bear the best of characters amongst their own countrymen. It contains 2850 inhab., and is a shipping-place for large quantities of timber and iron, besides carrying on the *Strömming* fishery, a small fish, somewhat larger than a sprat. They are cured like herrings, and are in great request amongst all classes. There is a railway to Forssa, on lake Dellen, which latter is navigated by three steamers—one to *Forssa* sawmills, the others to *Movik's* blast-furnace, *Friggesund's* sawmills, and *Delsbo* ch., whence another railway communicates with *Ljusdal*, on the river Ljusne. Round about are ironworks, sawmills, and other works, for the most part in picturesque situations.

Another 5 hours, and the steamer touches at *Sundswall*. This important and rising place is the starting-point for those who wish to cross the mountains to Drontheim, in Norway (see Route 74). It has a large Market Place, with fine public buildings and churches. The best hotel is in the Market Place. The numerous villas scattered around the bay show its prosperity. It has 5000 inhab., and exports timber, iron, and fish. Its sheltered situation favours the growth of a variety of trees, which form an agreeable change to the endless fir-forests. The oak and the apple-tree cease growing at this latitude. Many ironworks and sawmills exist in the neighbourhood, and there is a railway to *Nedansjö*, on the Njurunda river. Steamers go direct to Stockholm in 22 hours—the *Sundswall* on Tuesd., and the *Gustaf II. Adolf* on Saturd. at 4 p.m. Other steamers to Hernösand, Nyland, Sollefteå, Skönvik, Svartvik, Wifsta, and a variety of places.

To *Hernosand* in about 4 hours, a seaport town and bishop's see, with 3250 inhab., and residence of the governor of Wester-Norrland. The new cathedral and schoolhouse, the bishop's residence, and the theatre, are handsome buildings. Steamers leave for Stockholm two or three times a week, and daily for *Sollefteå*, on the magnificent Ångerman river, navigable 9½ Sw. miles from its mouth, and traversing the province of Ångermanland, which, notwithstanding its northern latitude, has been called the "Garden of Sweden." At Sollefteå it is joined by the Taxel river; and about this place nature and cultivation combine in producing a scenery equalling the most picturesque valleys of the Neckar or the Rhine. The salmon are numerous in this river, which forms many noble cascades and rapids in its course to the sea.

To *Orsnovik* in about 9 hours. One hour is occupied in steaming up this lovely bay, surrounded by rocks of red granite, which stand out from the dark-green pines in the background. It is one of the prettiest-looking places on the route, lying at the head of the bay on a gentle slope, with high hills on every side. It has no church as yet, having only lately risen into importance. It is a small seaport, with 300 inhab., custom-house, post-office, &c. At this station excellent samples of the linen manufactured in the country around may generally be found. The best qualities are beautifully fine, and very cheap. The products of these hand-looms are sold all over Sweden.

To *Umeå* in about 6 hours.

The steamer stays at the port, the town itself being some distance up the bay. Large trade in wood. The traveller is astonished at the sight of a regular English-looking church, lately erected at the expense of Mr. Dickson, the celebrated Gothenburg merchant, who owns much property here.

To *Rathan* in about 5 hours.

The *Holmen Isles* are left on the right, the passage between them and the mainland offering many interesting views. Rathan, a desolate-looking hamlet, is protected from the sea by a small island. Here the traveller seems to be approaching the Arctic regions;

stunted fir and birch blend with numerous moss-covered rocks, and form a picture of weird wildness. There is a small inn, together with a telegraph-station. Close by, on an eminence, stands a cross of iron, raised to the memory of a Swedish colonel and his men, who were treacherously murdered in the last war between Sweden and Russia. A party of the latter made a foray during the winter across the frozen Gulf, and arrived almost dead with fatigue and privation. They were received by their enemies with every kindness, and nursed with such care that most of them recovered, when they rose upon their benefactors and killed every one of them. The body of the colonel was placed just under the cross, with his men in a circle round him. One of the houses still bears the marks of the Russian bullets.

To *Shellefteå* in about 6 hours.

The navigation now becomes more intricate; rocks and half-sunken islets seem often to bar all further progress, and the steamer's course is then staked out with bare fir-poles, a tuft of green being left at the top to attract attention. Steam sawmills seem to have taken possession of each promontory around the bay, and anchored alongside are large three-masted ships of every flag, receiving their cargo of planks or cut timber. The people on shore look poor and ragged. In June they have here 23 hours of daylight.

To *Piteå* in about 7 hours.

A compact, well-built wooden town of 1700 inhabitants. The church is worth a visit; the belfry, as in all Lapland churches, placed by itself some distance from the main building. There will be sufficient time for the traveller to cross the bridge and admire the taste displayed in the governor's house and grounds. Piteå exports large quantities of wood; 50 ships may be counted at one time surrounding the sawmills dotted about the bay.

To *Luleå* in about 6 hours.

The steamer continues its course through the most intricate channels, disturbing large flocks of wild fowl which inhabit the islands. The almost total absence of darkness helps to remind the traveller that he is now in the same latitude as Iceland. Luleå is situated on an island. The old town, which was once on the seaside, is now some 7 miles up the river, showing the upheaving of this coast which is continually going on. It is an important and thriving place, containing 2000 inhabitants; it possesses a large church, together with a Government house, town-hall, and numerous shops or stores. A large trade is carried on in wood; and it is the depôt of the Gellevara Company, whose mountains of nearly pure iron-ore, covered with extensive forests, lie in the immediate vicinity of the Luleå river. There is a very good inn; charges moderate. Travellers who intend proceeding up the Luleå river to Lapland, disembark here (see Route 82).

To Haparanda in 10 or 12 hours (calling at Kalix *en route*).

This is the most northerly town in Sweden, with a population of about 900 inhab. It is situated on the shores of a large bay, on the estuary of the Torneå river. It was founded after Finland and Torneå had been ceded to Russia in 1809, and is gradually rising into a place of importance. A considerable trade is carried on in butter, salmon, timber, skins, potash, tar, &c. There is a good inn, and a restaurant. Steamers do not come quite up to Haparanda; they lie in a fjord nearly 1 m. W. of the town. Travellers from Alten, in Norway, who are anxious to catch the steamer at Haparanda, must allow time for this addition to their journey. It seems almost useless to insert days of departure for steamers, when they may be changed from year to year. In 1869 they left Haparanda on June the 16th and 30th at 9 a.m.; the 17th and 23rd, at noon; the 23rd also, at 6 p.m. July the 5th, 14th, 17th (going on as far as Lubeck), and 28th, at 9 a.m.; the 3rd, 10th, 21st, and 31st, at

noon. August the 7th, 20th, and 29th, at 3 a.m.; the 9th (direct to Stockholm), 11th, 20th, and 25th, at 9 a.m. September the 7th, 14th, and 29th, at 5 a.m.; the 1st, 10th, 16th, 26th, and 28th, at 6 a.m. October the 4th, at 5 a.m.; the 13th, at 6 a.m.; and for Stockholm *direct*, the 1st, 14th, 27th, and 30th, at 6 a.m.

Over against Haparanda, on an island in the river, is TORNEÅ, the frontier town of Russia. It was founded in 1602, and is celebrated in the history of science for the visit made to it, in 1736, by Maupertuis and other French Academicians, accompanied by the Swedish astronomer Celsius, and again in 1801 by the Swedish astronomer Svanberg, for the purpose of determining the exact figure of the earth.

In June the sun is, for a few days, visible here at midnight. Charles XI. and several other distinguished persons have visited Torneå on that account. The phenomenon is, however, seen longer and to better advantage on *Avasaxa*, a mountain 680 ft. high, not far from Upper Torneå Ch., 7½ m. from Haparanda.

Avasaxa is just within the Arctic Circle. The inn has good accommodation. It can be reached in one day from Haparanda, where carriages can be procured; provisions for the journey must not be forgotten. The road runs through beautiful scenery along the right bank of the Torneå river, by Kuckula, 1⅝ m.; Korpikylä, 1⅝ m.; Päckilä, 1½ m.; Niemis, 1½ m.; to Matarengi, 1⅛ m., through a country in which only Finnish is spoken. Beyond this a long and rugged route leads over the mountains to Alten (see *Handbook for Norway*, Rte. 24).

Salmon abound in the Torneå river, but it must be remembered in this, as well as in the Luleå and other Bothnian streams, that there can be no sport for the rod fisherman until he ascends the river some distance inland.

The distance by land from Stockholm to Haparanda is 111 Sw., or about 690 Eng. m. If a 4-wheel carriage be taken, it should be of the lightest description, and provided with shafts, drag, and fork. They may be taken by steamer to Upsala, Gefle, or any other port on the coast. The small Swedish road-book should be purchased, in case of any alteration in the stages upon this route. Clean sheets and good bedding are usually met with in the poorest station-houses in Sweden. Good coffee, milk, eggs, and fish, may be depended upon; but good bread or meat are rare out of the towns; and therefore it is advisable to establish a provision-basket in travelling this or any other route in the country by post.

The route is by rail or steamer to Upsala, and thence by road to Gefle (see Rte. 74).

Gefle to Sundswall.

The road continues more or less near the coast the whole way, passing numerous small lakes and streams, and through a densely wooded, low, but undulating country, gradually sloping upwards to the mountains in the W. Quantities of boulders of all sizes are frequently seen, and the hamlets and farmhouses are numerous, but mostly of a poor and comfortless class. The stations are:

† *Hille*, 1⅝ m. On this stage the large and handsome cotton-mill of *Strömbro* is passed.

† *Hamrånge*, 1¾ m.

† *Skog*, 2⅞ m.

†* *Mo Myskie*, 1½ m. On this stage the road passes between the large lakes of Bergviken and Marma, crossing the stream which connects them. The Ljusne river is the great tributary, which, flowing from the mountain boundary between Sweden and Norway, near Röraas, forms these lakes, as well as several others higher up. The station-house at Mo Myskie is very good. From hence a road branches off W. to Elfdal, in Dalecarlia (see Rte.

74), and another E. to the seaport of SÖDERHAMN, 1¼ m. dist.

†*Norrala*, 1½ m.

†*Enånger*, 2¼ m.

†*Njutånger*, 1 m.

†*Tuna*, 1⅞ m. Between the last two stations is the seaport of HUDIKSWALL. The farm-houses have an improved appearance in this province (Helsingland), and increase in size and comfort as the road passes on through those of Medelpad and Ångermanland. Numerous small streams are crossed during the next 4 stages.

Rogsta, ⅞ m.

Hamrånger, 1 $\frac{9}{16}$ m.

†*Gryttie*, 1¾ m.

†**Maj*, 2 m. On leaving this the road crosses the noble Njurunda river, continuing along the coast to

†SUNDSWALL, 2¼ m. A seaport, like the foregoing, for export of timber and iron, and for strömming fishery; 4900 inhab. The town is prettily situated at the head of a large bay, and is surrounded by steep hills.

Sundswall to Umeå.

As far as Docksta the scenery is generally very pleasing—the road, during the greater part of the way, winding along the banks of small lakes and the heads of deep bays; but after that, as the soil gets poorer, vegetation becomes stunted, and there are few pleasing features to vary the dull monotony of the vast and stunted pine-forests. The stages are:

†*Wifsta*, 1¼ m., near the ship-wharf and loading-place of the same name, built like a town, with some 400 inhabitants. A good inn, &c.

†*Näset*, 1⅜ m. Upon this stage the noble Indals river is crossed, at its junction with the gulf.

Häggsjö, 1¼ m.

Åland, 1½ m. E. of these two stations, 1½ m. from Häggsjö and 1 m. from Åland, lies on Hornö island, at the mouth of the Ångerman river, HERNÖSAND.

†*Weda*, 1½ m.

†*Hornö*, ¼ m. On this stage the broad Ångerman river is crossed by a ferry; the passage may be delayed for several hours, and is at times totally impracticable. During open water, therefore, a steamer leaves Hernösand every week-day at 8 a.m. for Hornö, where it arrives at 10 and returns at 2 p.m. to Hernösand, by which means time may be saved and danger avoided.

†*Herrskog*, 1½ m.

Utvik, 1⅝ m.

†*Docksta*, 1½ m. From hence to Umeå the soil increases in poverty, but the inhabitants gain a comfortable livelihood by their skill and industry in weaving linen.

†*Spjute*, 1⅝ m.

†*Hörnäs*, 1½ m.

**†Örnsköldvik*, 1 m. A small seaport.

†*Täfra*, 1⅝ m. On this stage the Gideå river is crossed.

†*Könsa*, 1$\frac{13}{16}$ m.

Afva, 1$\frac{11}{12}$ m. Midway on this last stage the province of Westerbotten is entered—a flat and poor country, the industrious inhabitants of which live by a precarious agriculture, by cattle-rearing, and fishing. The northern part is called Norrbotten, and the vast adjoining tracts of Lapland are divided between these two countries.

Lefvar, 1½ m. On the road to this station Stora Logdan river is crossed.

Ångersjö, 1¾ m. On the road to this station Ore river is crossed.

†*Sörmjöle*, 1⅛ m.

†*Stocksjö*, 1⅞ m.

†**UMEÅ*, ¾ m. A seaport on the gulf, with 2,100 inhab. The inn here is well spoken of. The town is built upon a plain on the l. bank of the Ume river, which is extensive, and rises in the mountains, near the Norwegian frontier. The governor of Westerbotten resides here. There are many ironworks and sawmills in the neighbourhood, and two active shipping-places, *Ratan* and *Holmsund*, the latter being an outport of Umeå, where large vessels bring up.

Umeå to Piteå.

The road continues along the coast, through flat districts and vast forests, but in which the birch and aspen become more freely mingled with the fir. Such, indeed, is the character of the scenery the whole way to Torneå, occasionally varied by agreeable views of the sea and the rushing streams from the mountains on the W. Most of them abound in salmon, which is the staple food of the people. Numerous instances occur between Umeå and Torneå, which prove that the whole of this part of Sweden is slowly rising from the sea. The stages are:

†*Innertafle*, ⅞ m.

Säfvar, 1 3/16 m. Near the great iron-works of that name.

†*Djekneboda*, 1⅞ m.

Rickleå, 1½ m.

†**Gumboda*, 1½ m., on the sea, with a loading-place for timber.

†*Grimsmark*, 1¼ m.

†**Broäng*, 1 9/16 m.

†*Daglösten*, 1 5/16 m.

Bureå, 1½ m.

†*Innervik*, 1¼ m.

SKELLEFTEÅ, 1 m. A small sea-port on the Skellefte river, with 400 inhab. Close by, up the river, is Skellefteå Ch., one of the handsomest in Sweden, built in the form of a Grecian temple.

†*Trostkåge*, 1½ m.

†*Byske*, 1¼ m.

Åbyn, 1⅜ m.

**Kinbeck*, 1 m.

Jäfre, 1¼ m.

†*PITEÅ, 2⅛ m. The Pite river is crossed before entering this town, which is prettily situated upon the coast, and has about 1680 inhab. A small trade is carried on in timber, tar, skins, &c. Steamers call here on their way between Stockholm and Haparanda (see above).

Piteå to Luleå.

The stations are:

†*Öjeby*, ⅝ m.

†*Rosvik*, 2 m.

**†Ersnäs*, 1¼ m.

†*Gäddvik*, 1¼ m.

†*Luleå Gammelstad*, ⅝ m. On this stage the noble Lule river is passed, which is celebrated for the numerous cataracts and rapids it forms during its course from the mountains.

†*LULEA, 1 m. A good *Inn:* a town of 2000 inhab. on an island in a fine harbour, the resort of timber-ships. The houses are of wood. "It has neither prisons, policemen, magistrate nor soldier. Thieving is unheard of; and on leaving your house you hang the key on a peg outside, to show you are not at home. The manager of the Gellivara Company resides here."—*Try Lapland.* The old town, built by Gustavus Adolphus, but transferred to the island in consequence of the sea having receded from it, lies about 7 m. up the river.

Luleå to Haparanda.

The road still passes through a thickly-wooded country of little interest, except for its geology. The stages are:

†*Persön*, 1¾ m.

†**Rånby*, 1⅞ m. Near here the river Råne is crossed. It is nearly 600 feet wide, and is one of the most considerable streams which rise in the mountains of Swedish Lapland. At its mouth is one of the many loading-places for timber on this coast.

†*Jemtön*, 1⅛ m.

†*Töre*, 1 m.

†*Månsbyn*, 2 m.

Näsbyn, 1½ m. Another of the great Lapland streams, the Kalix, is crossed on this stage. Houses and villages are numerous upon its banks. There are two loading places, *Upper* and *Lower Kalix.* Great numbers of salmon are taken in this river.

†*Sangis*, 2 m.

†*Saiwits*, 1 m.

Nickala, 1¾ m.

*HAPARANDA, 1 m.

ROUTE 82.

LULEÅ TO QUICKJOCK (LAPLAND).*

(With Map).

There is no route in Europe offering such great advantages both to the sportsman and naturalist, combined with so few discomforts as this tour up the Luleå river; and even with ordinary precautions, ladies need not fear to join the expedition, if able to walk some 5 miles in a day, and thus enjoy the Arctic scenery without a long sea-voyage, or privations of any kind.

If desirable, some person can always be found at Luleå to act as a guide. This, however, will not be necessary if one of the party can speak a little Swedish; as the Swedish settlers in Lapland at whose houses the traveller will put up, are always obliging, intelligent, and educated; they will be perfectly satisfied with 2 dollars per head per diem, this charge covering all expenses.

A revolver will not be needed, the natives are only too pleased to see a traveller ever to think of molesting him, as the pay they receive for boat-hire, lodging, &c. &c., far exceeds any thing they can earn in an ordinary way.

A piece of good cheese, and a small keg of native brandy, is all that the traveller need purchase at Luleå. The following necessaries had better be brought from England :—gun, ammunition, dog, rods, fishing-tackle of all kinds, some tins of preserved soup and meat, tea, wine, and a box of biscuits. Plenty of warm clothing must be provided, as the nights may be cold and frosty—in the day-time the sun will often be very hot. The midnight sun can be seen from Jockmock just as well as from Avasaxa, near Haparanda, and all the way up to Quickjock, which is half a degree further north. But the sportsman should avoid the month of June or July, as the birds are sitting upon their nests, and the mosquitoes will drive the fisherman away from the rivers.

By the end of August or beginning of September these intolerable pests will be put to flight by the cold frosty nights, and the young birds have become strong on the wing.

The rooms in these settlers' houses are warmed in 5 minutes; they pile large pine-logs in the enormous fire-places, these burn up at once, throwing off a tremendous heat.

This route has been divided into days, as there are only certain houses which offer sufficient accommodation to the traveller, one of which must be reached every night.

Immediately on arriving at Luleå, a messenger, as forbud, should be dispatched to Jockmock, the half-way station, with a slip of paper for every place he passes through, saying when the travellers will arrive, and what horses or boatmen, or food, they are likely to require; then there will be no delay along the route, and little need for the preserved provisions.

Luleå is a town of 2000 Inhab., with a capital *inn*. Room with 2 beds, 1½ dolls.; dinner, 1 doll. The traveller may be detained here 2 or 3 days, which time can be occupied in making his arrangements and obtaining further information (see Rte. 81).

The small paddle-steamer 'Gellivara,' belonging to the English company of that name, carries goods and passengers up and down the Luleå river, leaving the town of Luleå every Tuesday and Friday at 10 A.M. for

* This route is fully and agreeably described in 'Try Lapland,' by Capt. Hutchinson, published 1870.

Råbacken, at the foot of the Hedeusfors Rapids. This journey occupies 3 hours, the river for the first part being wide with flattish banks, gradually narrowing higher up. Scenery tame and uninteresting. Salmon are caught here in large numbers, in stake nets, which almost obstruct the navigation; they are able to make their way up as far as the falls at Edefors. Villages are scattered along the sandy banks, having as usual 4 or 5 wooden houses attending upon each inhabited one. Each kitchen being, if possible, a small detached building to avoid risk of fire. Good food can be procured on board this steamer, the captain of which speaks English.

On landing at *Råbacken* the traveller will find a gig (holding 2) for himself, and a small cart for his luggage, which his forbud has ordered. The ponies are good, but the road is sandy and bad, all the way to the village of Hedensfors, a distance of about 7 miles. The traveller is recommended to take the reins, as he will then only have himself to blame if he does not avoid the numerous ruts which garnish this road, the jolting into which the natives think nothing of. This drive of about an hour and a half runs through a forest of pine with clearings now and then: the scenery improving as he reaches his destination, where a small screw-steamer, also belonging to the Gellivara Company awaits him. The hire of horses and carriages is the same as in Sweden.

Leaving the quay at 3 P.M., this small boat rapidly pushes its way against the stream, disturbing numerous wild fowl; the villages become smaller and more scattered, and the scenery wilder and more interesting. On the right lies the village of Bredaker, the starting point of the road to Luleå. A stay of an hour is made at Svartla, a very pretty place; some refreshment can be obtained here. Nothing but beer is to be had on board the steamer. Large wood rafts succeed each other all the way up, and large fires, for making pitch line the banks at intervals. A short stay is made at Botrafors, where there is a large sawing-mill; here the banks are so steep, that the steamer can lie alongside without a quay of any kind. Edefors is reached at about 9 P.M. This is a lonely spot at the bottom of the rapids, down which the water tears and rushes for more than a mile. Accommodation for the night can be found at a house close to the landing-place; and salmon may be caught here with the fly up to 50 lbs. in weight, no particular leave or licence required, and a boat can always be had. Here are also trout and grayling in abundance. The fishing is also good from the land at the point where the rapid ends.

Next morning a cart can be procured to take the luggage to the top of the rapid, 1½ m. distant, good road. The traveller had better walk through this forest, with pretty peeps of the river now and then. A boat with 2 rowers will be in waiting, which will be quite enough if there are only 2 passengers and not over much luggage. The traveller is advised here, as in all other boat-journeys, to have his gun ready for the numerous wild fowl he will meet with *en route*.

The 20 m. against stream to *Storbacken* is pulled in about 3½ hrs, allowing for a quarter of an hour's rest for the boatmen; here it is advisable to give them a small glass of the native brandy; they are paid 1 dollar each for every Swedish mile. The scenery improves all the way to Storbacken, where the little Luleå joins the great Luleå river, the route continues along the banks of the former. At this place will be found a gig and cart to take the traveller to Päyerim, his resting-place for the night—a distance of about 9 m., road pretty good, with varying scenery. The tourist is now in Lapland proper, and he will notice that the whole country is one immense forest pierced alone by the route which he is now taking. This is by far the best station on the whole journey,

good accommodation, good food, and beautiful scenery; there are plenty of fish in the river close by, grayling preponderate.

Horses and carriages are found here for the journey to Jockmock, the road is good, and in some places very hilly, rising some hundreds of feet between the two stations, and running through wild and desolate-looking pine-forests, large tracts of which show nothing but grey poles, all that has escaped the ravages of the bush fire, so prevalent here in the summer months. Dead and dying trees are falling and lying around, and the traveller may have to stop his horse to remove a tree which blocks up his road.

The forbud will have ordered dinner at Mattis udden, a station-house on an island situated exactly upon the Arctic Circle, where a short stay is made to rest. The traveller is now in a higher latitude than the northernmost point of Iceland, strange birds abound, and the solitary grandeur of the forests, with their foreground of bright coloured mosses and lichens form a picture which he is never likely to forget.

Arriving at *Jockmock* late in the afternoon, the accommodation at the station-house is found to be inferior to the last; nevertheless a short stay should be made here to despatch another forbud to Quickjock, and to take advantage of the splendid trout and grayling fishing below the falls. It would be well to purchase a lamb or calf on arriving, price about 4*s*.

This Lap village is a most curious place, containing streets of empty wooden huts for man and reindeer, upon their return from the mountains in the winter; it has a shop, a bootmaker, a pastor and parsonage, and church. Pearls of great beauty can be had here; they are found in the Pearl river, which runs into one of the lakes some miles off.

The *Jockmock Falls* are truly magnificent, and alone would well repay a visit, the immense volume of water dashes with a roar over a precipice of some 50 ft., throwing up clouds of spray in every direction.

Trout and grayling up to 6 and 7 lbs. are found in every eddy below the falls, about one mile from the station-house, and wild fowl feed in every little bend of the river.

The fish rise greedily to almost any fly, as the natives having only nets, are unable to molest them in the broken waters.

Should the traveller make this journey in June, there will be no more total darkness for him till near the end of July. The midnight sun may be seen from a hill 2 hours' walk from the station-house, should the weather be fine.

The postman can be made use of as forbud if the time suits, if not, of course a special messenger must be despatched; this is not absolutely necessary, but it will avoid all delay and disappointment in waiting for boatmen, &c. &c.

Leaving Jockmock early in the morning in carriages, which can be had at the station-house for the 5 m. of road to the bottom of Lake Vaikijaur, 2 boats, each manned by 2 men or women will be in waiting; 1 boat would not be sufficient for the further journey, as the baggage has to be carried through the forest by the rowers upon their backs. All the way to Quickjock, wild fowl will be met with on every side, while the lakes and rivers teem with fish of large size.

The head of *Lake Vaikijaur* will be reached against a strong current rising in one place to a small rapid in about 2½ hrs., when the boats will be drawn up, and the luggage taken out and equally divided among the rowers, who sit down on the grass and tie their respective goods on to their backs; following them, the traveller wends his way along a footpath through the forest for 2 m. to avoid the rapids, which invariably form the junction between these lakes. The boatmen are very careful, and would not allow the traveller to proceed were there any

danger to be apprehended from sudden storms or squalls on the lake; the boats are light canoes, made of pine strongly put together, which rise readily to the small waves.

As the bottom of the next lake *Purkijaur* is reached, other boats and rowers are ready; the former ones are now paid and sent back again. After a good hour's row the head of the lake is seen, disembarkation again takes place, another tying on of luggage to willing backs, and a further walk of 2½ miles through the forest, surrounded by birch and pine and fir; the footpath is good, though rather boggy in some places after heavy rains. A little drop (say a small wineglass) of the native brandy given to each boatman, the women are all teetotallers, will help the boat along. They will do almost anything for this highly prized spirit, which they cannot procure or purchase anywhere, its sale having been properly forbidden by law as its constant use was rapidly depopulating the whole country. No stronger or finer men and women are to be found anywhere than these teetotal Swedish settlers.

Now, at every house, will be found small creatures dressed in reindeer-skins with high blue caps, without any hair on their faces, and of unknown ages or sexes; these are the real Laps, who have not accompanied their brethren and the reindeer to the mountains. The traveller will meet with none of the latter although in winter they abound at every station, their flesh being then the staple food of the inhabitants, which in summer is cows milk and fish. No bread will be met with till he arrives at Quickjock, each station is provided with dried rusks as a substitute. The native hard black bread will not be relished by the traveller.

The next lake is *Randijaur*, where other boats and rowers are waiting. Sometimes 2 boys take the place and pay of one man. This is the broadest lake of all, and the shore is left some 3 or 4 miles for a time, instead of coasting along the side, as in the other lakes: it takes a 2 hours' row to arrive at its head, where there is a beautiful cascade formed by the river dashing down through several small islets from the other lake. Here is a house where a rest can be made and coffee procured. Only 10 minutes' walk to next lake, Parkijaur, where fresh rowers are stationed. The snow-capped mountains, for which the traveller is bound, appear for the first time in the distance and altogether the scenery of this lake increases in boldness and grandeur.

After an hour's row and a walk of 20 minutes *Lake Skalka* appears in sight, and another 15 minutes' pull lands the traveller at the hospitable station of *Bjorkholm* situated upon a small island. He ought to arrive here at about 8 p.m. This is by far the most fatiguing day's journey, in consequence of its length; but it is better to push on than have to put up in huts which are not intended for the traveller's reception.

Rusks, dried reindeer-flesh, eggs, butter, milk, and fish form the staple diet at these stations, but meat will often be provided if previously ordered by the forbud.

Next morning fresh rowers will pull the traveller in 3 hours to Tjomatis, where a rest is taken and coffee can be and a further 2½ hours lands him at the station of Niavi at the head of the Lake. Here the traveller can push on to Quickjock the same day if he wish, as it is only 20 miles further; but a comfortable station-house and magnificent fishing in the rapids close at hand should not be hurriedly passed by. The scenery increases in beauty every day the nearer the Quickjock mountains appear to the eye. Next morning a walk of 25 minutes brings the traveller to the bottom of *Lake Saggat;* here for a short distance the boats are pulled and poled up a rapid to the dismay of the nervous traveller, who fancies the boat

must be wrecked on some sunken rock every minute.

High mountains and perpendicular cliffs line the banks of this splendid lake while the range of snow-capped mountains form a fitting background. 4 hours' pulling takes the traveller to its head, where the boats enter a natural canal of more than a mile in length, cutting off the course up the tempestuous Tarajock river, and soon the village of *Quickjock* opens suddenly to view.

The situation of this lovely spot cannot be exceeded for natural beauty, lying as it does upon a sloping hill with the waterfall of the Kamajock river on its right, it commands a magnificent prospect of the valley in front formed by the junction of the 2 rivers before they empty themselves into the Lake. Patches of snow at no great height stand out from the dark rocks ere the eternal snow is reached, while the dark green of the very small pines and the lighter tints of the willow birch add to the beauty of the picture, the clear atmosphere of the Arctic regions giving a charm to the whole which it would be difficult to describe.

In summer the village of Quickjock is made up of 4 families; and although there is a station-house, the traveller will do better if he can persuade the hospitable pastor to receive him. Lambs and calves can be purchased here, and bread will once more gladden his eyes, the Parsonage is roomy and comfortable and the cooking excellent. The prospect on all sides can nowhere be exceeded for its ever-changing beauties.

Plenty of trout and grayling in the rivers, and especially at the foot of the falls; but they are small compared to the other streams, not exceeding 2 or 3 lbs. in weight—60 fish from ½ to 3 lbs. each would be an ordinary afternoon's sport at the bottom of the last fall, close to the parsonage. In one hour the Fells at the back of the house can be reached, where a good shot ought to secure 50 ptarmigan and willow-grouse to his own gun in the day.

There is also a track *across* the mountains into Norway, should the traveller wish to return home that way. If not, he must take the same route back again, but being down hill, and with the stream, it will require a much shorter time than it did coming up, taking care to arrive at Edefors on the proper day to meet the screw-steamer.

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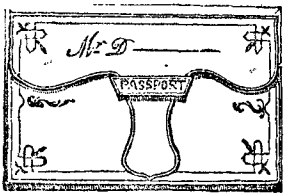

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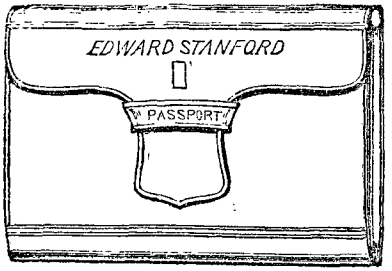

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1857.	July 29	T. R. H. the Duchess of CAMBRIDGE and Princess MARY of CAMBRIDGE, accompanied by the Baron KNESEBECK and Suite.
1857.	July 29	H. R. H. the Prince of WALES paying a visit *at the Golden Star Hotel* to T. R. H. the Duchess of CAMBRIDGE and Princess MARY of CAMBRIDGE.
1857.	July 15	H. R. H. the Prince of WALES, accompanied by the Right Honourable C. GREY, General MAJOR, Colonel PONSONBY, Sir Frederic STANLEY, Dr. ARMSTRONG, Rev. F. C. TARVER, Mr. GIBBS, etc.
1856.	Nov.	H. R. H. Prince ALFRED of GREAT BRITAIN, accompanied by Lieutenant-General Sir Frederick STOVIN and Lieutenant COWELL.
1846.	June 18	H. M. ADELAIDE, QUEEN DOWAGER OF GREAT BRITAIN, accompanied by His Highness Prince EDWARD of SAXE WEIMAR, Lord and Lady BARRINGTON, Sir DAVID DAVIES, M.D., Rev. J. R. WOOD, M.A., Captain TAYLOR, &c. &c., honoured the above establishment with a THREE DAYS' VISIT.
1818.	May . .	H. R. H. the Duke of CAMBRIDGE and Suite.
1825.	March and Sept. .	H. R. H. the Duke and Duchess of CLARENCE (King WILLIAM IV. and Queen ADELAIDE) and Suite.
1834.	July . .	H. M. QUEEN ADELAIDE, accompanied by the Earl and Countess of ERROL, Earl and Countess of DENBIGH, Earl and Countess HOWE, &c.
1836.	Aug. .	H. R. H. the Duchess of GLOUCESTER and Suite.
1837.	July . .	H. R. H. the Duchess of CAMBRIDGE and Suite.
1839.	Nov. .	H. R. H. the Prince GEORGE of CAMBRIDGE and Suite.
—	Nov. .	H. R. H. Prince ALBERT of SAXE COBURG GOTHA, accompanied by Prince ERNEST of SAXE COBURG GOTHA, and their Suite.
1840.	. . . .	H. R. H. the Duchess of CAMBRIDGE, accompanied by the Princess AUGUSTA of CAMBRIDGE, and their Suite.
1841.	. . . .	H. R. H. the Duchess of KENT and Suite, accompanied by H. S. H. the Prince of LEININGEN.
1841.	. . . .	H. R. H. the Duchess of CAMBRIDGE and Suite.
—	. . . .	H. R. H. Princess CAROLINA of CAMBRIDGE.
1844.	. . .	H. R. H. the Duchess of CAMBRIDGE and Suite.
—	. . .	H. R. H. Princess MARY of CAMBRIDGE.
1845.	June .	H. R. H. the Duchess of KENT and Suite, accompanied by H. S. H. the Prince of LEININGEN.
1847.	July	T. R. H. the Duke and Duchess of CAMBRIDGE, with their Family and Suite.

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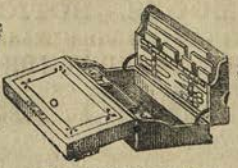

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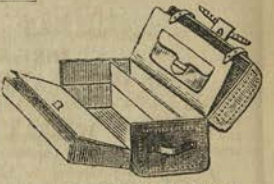

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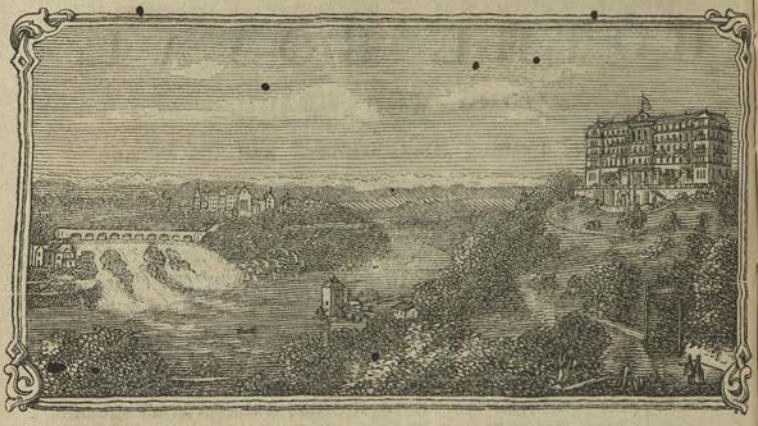

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